

ALFACIONADA

FEBRUARY 2020



*Above: Awards Banquet and Annual Meeting, Pages 12-16
Below, 8th Annual Winter Retreat Report, Pages 24-28*



Coming Events 4 • 2020 Awards Banquet 12 • AROC Winter Retreat 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.

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About This Newsletter

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

Romeo Owners Club, Inc., a national non-profit organization of Alfa Romeo enthusiasts. Affiliation with AROC and a subscription to this newsletter are included in your annual \$78 AROC dues. Visit aroc-usa.org to join. Visit arosc.org for additional details on our Chapter.

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Meeting Information

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

On the Cover This Month

Top photo: The racing Wolf family at the Awards Banquet. Son Collin (age 17), middle, won the second-place trophy for his Time Trials performance, just in case any of you were ready to give up on kids today. Bottom, Norm chats with Dolly, of new Coachella Valley Chapter, Desert ALFAs, next to her 4C at the farewell Winter Retreat lunch. Evelyn's nice new Stelvio got a lot of admiration too. Both photos are by David Waelder.

AROSC Board of Directors, 2020

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 15-16 – TT and Race Weekend, Big Willow. See adflyer page 23.

March 1 – Board of Directors Meeting.

March 8 – Alfa Romeo Day at Russell Westbrook Motorcars, Van Nuys. Details on page 11.

March 28 – Spring Day Drive, Orange County. See info on page 17.

April 17-19 – La Jolla Concours d'Elegance, La Jolla (Non-Club)

April 24-26 – Temecula Tour, Temecula. See page 24 for info.



Note: Board of Directors meetings are held quarterly. Dates are posted in the Events Calendar. Anyone with business to bring before the Board is requested to please contact II Presidente Jim Barrett.



From the Awards Banquet: Norm Silverman was this year's recipient of the Charlie Cup, awarded to the Track participant whose contributions to the program have been considered most especially outstanding. David Waelder photo.

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

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Avanti e Verso l'Auto!

Once again I must express my appreciation for how well our Chapter operates today, and how that reflects Mike and Chris's outstanding stewardship for the past nine years.

And I must celebrate with you all that this group has existed for more than 60 years. We have a great history that includes so many different *Alfisti* members and Alfa models! What is it today that motivates you to be a member in this Club, and this Southern California chapter?

We once conducted TSD rallies, organized tech sessions at shops, staged progressive dinners, heck, even played in semi-competitive softball tournaments. We tracked our street Alfas and attended the Long Beach Grand Prix as a group through a block of 100+ tickets sourced by a member in the know. The passage of time has perhaps reconfigured our identity but, at 260 members, we are still one of the largest chapters in the nation.

The passage of time has also made a bunch of Alfa race drivers become drivers of other marques' offerings due to two obvious facts: 1) classic Alfas have become too valuable to be swapping paint at the track, and 2) lots of other better/newer race-worthy cars are plentiful and cheap, aka Miatas/Boxsters/WRXs. So if you're racing a Miata, couldn't you still be driving an Alfa on the street?

As we all know, owning an Alfa is not a requirement for membership – but it is heartily suggested to those who still hang out with us, drive other cars, and to those who have drifted away. There's still plenty of time to become a custodian of an example of our favorite marque.

There are plenty of Alfas whose values are suppressed (in my opinion), considering what they offer for a driving experience (Hello, Alfettas!). Most folks still believe, Fix It Again Tony-like, that no one can work on them, and that parts can't be found. Their mentality is not familiar with the joys of eBay or paying attention to the shops listed in our newsletter and national magazine.

What is your challenge to making the plunge into Alfa ownership? The pre-1995 cars always need a Pre-Purchase Inspection (PPI), unless you're feeling especially lucky. And the new generation (2017+) cars are now available used, especially the 2017 lease returns. A little bird told us recently that Alfa dealers will begin rolling out a Certified Pre-Owned (CPO) program with recent lease returns. They will be checked out per factory specifications, and then offered with a factory warranty, and perhaps the option to extend that even further.



And, if you're really looking for a bargain, there are still new 2019 model year Giulias and Stelvios on dealer lots. Actually, the same little bird told me that there are unsold 2019 cars at a storage facility in Jurupa Valley (and still at the port)! Serious temptations!

Please drop me an email with your thoughts. It's your Club, and we all want to share and enjoy everyone's contributions.

While you're thinking, consider the great spring calendar of activities your Board has organized for us. On February 15th-16th there will be a track day at Willow Springs with Time Trials and Race group action (the annual schedule is on page 23). The first Sunday of March (the 8th) we will be visiting Russell Westbrook Alfa Romeo (one of the southland's newer Alfa dealerships), to get to know them and show off our vintage and classic Alfas to their 21st century customers (details on page 11). RSVPs are needed, let us know now if you can come. More springtime fun will take place on the 28th as we motor through greater Orange County on our first Day Drive of the year (info on page 17). April will feature a track day at Buttonwillow Raceway on the 4th and 5th) and an overnight tour to Temecula (see page 24).

– *Ciao, Jim & Elyse*

P.S. The 2020 AROC Convention website www.alfa2020.com will be available at the end of February for you to sign up for the various wonderful events in July!



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TECH GUY ... *The Joy of Progress*

In my previous column I pointed how the number of electronics in automobiles had increased in the last few decades. This has brought about some tremendous advances in engine power, fuel efficiency and safety. Also a benefit of this electronics growth is the level of creature comforts in the modern automobile.

The ability to do new and wondrous things with electronics has also led to features and enhancements that seem good, but when looked at logically don't seem to be the wisest choice in automotive applications.

Today, some cars have neat little push-buttons inside and outside the door to open the doors. Pushing them energizes a solenoid that actually unlatches the door. This gives a clean appearance to the car and is a cool feature – until the vehicle battery dies. You can't get to the battery unless you can get into the car and the push-buttons won't open the car if the battery is dead. Well, in the case of the 2006 Corvette there is an emergency cable in the trunk that, when pulled, will open the driver door. But first you have to get into the trunk. The solenoid release for the trunk won't work because the battery is dead and there is no obvious keyhole to use a key to open the trunk. Chevrolet hid the keyhole for the trunk on the horizontal panel above the license plate to make the rear of the car look clean. If you are inside car when the electrical system dies, there is a handle on the floor by each seat that will open the doors. Both the emergency release in the trunk and the floor handles work with cables and, as Alfa owners, we all know how reliable cable release systems are.

While the push-buttons are a cool feature, having to add a redundant mechanical backup system just increases the cost and complexity of the car, while decreasing its reliability.

In the distant past, cars had a radio with knobs for control and some cables operating levers to control the heater/AC. Today those have been replaced with digital infotainment systems with display screens. With a few simple knobs and levers to operate in older cars there was minimal distraction from driving. Today you need to use a joystick, wheel or touchscreen to navigate through multiple menus to get to the screen to change the audio system or climate control or navigation system. While the designers have taken steps to minimize the difficulty, it still takes a fair amount of concentration that should actually be devoted to driving.

My Montreal has two keys, one for the ignition and the other for the doors



and hatch. My wife's Lexus has a fob. You walk up to the car with the fob in your pocket or purse and touch the door handle and the car unlocks. Once in the car you put your foot on the brake and press the start button and the engine starts up and you're ready to drive. No fumbling with keys and iced-up keyholes. But there is a cost to this convenience. With the Alfa, I can go to a locksmith and have a duplicate key made in five minutes at a cost of just a few dollars. With the Lexus I need to go to the dealer and plunk down about \$300 for a fob and the programming using specialized (read: expensive) equipment. My Ford is a little easier in that I can program the key myself (as long as I have two programmed keys) but it is still \$50+ for a new key.

The advances in electronics in cars have allowed features that would seem like science fiction 50 years ago, but they are not without the limitations. Just think of your great-grandchild, 50 years from now, who is restoring your 2020 Alfa Romeo Giulia and finds that the software to program the ignition key is no longer available, so the car has to just sit there while your 100-year-old Alfetta is still running strong.

P.S. Does anyone know where I can get a new dipstick? Mine doesn't reach the oil anymore.

– Gene Brown



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Be a Star for a Day! Show and Shine at Russell Westbrook Alfa Romeo

Meet the new kids on the dealership block, Russell Westbrook Alfa Romeo in Van Nuys! Our Chapter is invited to bring our classic and vintage Alfas to the studio on March 8th to share the history of the marque and what it means to be *Alfisti*.

The dealership is been in operation here since last summer and wants to expand its base in the greater Los Angeles area. Let's lend a hand. Membership Chair Norm and Evelyn Silverman recently acquired a gorgeous silver 2019 Stelvio from this store, so that's a good start.

The plan is to shine and show up at 9AM to spend the morning on the lot. We'll be parked front-and-center facing the boulevard.

We will be able to test drive a Giulia and a Stelvio; grill the sales staff on topics related to those new models; get to know the dealership; and hang out with some Valley and northwest-L.A. members we may not see often! For you 21st century Alfa owners, they do have a service department on the premises, so, although closed Sundays, we can peek in the windows.

RSVPs are being accepted now through February 29th. Email Elyse Barrett at emb.editorial@gmail.com with the number in your party and what Alfa you'll be driving.

It will be a great spring day in the Valley!

– Elyse Barrett

Awards Banquet 2020



Applause for Mike is thanks for nine years of great leadership. All photos D. Waelder.

The 2020 installment of our Annual Meeting and Awards Banquet had a good turnout of 45 Alfisti. Some came to see the folks they had not seen since the prior year, some for the awards, some for the food and wine, and some (maybe one) for the door prizes. We had a good mix from both the Competition and Social sides of the Club. Sheila Kutkus welcomed everyone to a fine Italian buffet served by the same great chef, Rafael, whom we've had for the past dozen years at his Salsa Verdes restaurant, in Palos Verdes Estates.

After our meal, Norm Silverman and Terry Major paid a tribute to Phil Guiral, an avid track participant and a high performance driving school instructor at AROSC events for many years, who lost his battle with cancer the previous week. Phil was a great guy who got the respect and friendship of all who met him.

Back on a lighter note, our Concours Director, Jeff Srinivasan, having some time on his hands, and electric lime shoes on his feet (matching the *Alfa Owner* center-fold photo of his electric lime Spider), started his award presentation with a colorful history of his involvement with the Club, both at the Concours and on the Track. His head-to-head competitions with Art Russell at the early Concours events are worthy of Alfa lore. Back to the presentations, Jeff relayed that we had 22 unique cars enter our concours in 2019, of which seven were in the Modern class: Giulias, Stelvios and 4Cs. A total of 45 ribbons was awarded. Dave Waelder and Art Russell were on hand to receive their awards. Two concorsi are planned for 2020, at the Huntington Beach Concours in June and at the Yanks Museum at Chino Airport in the fall, the latter being planned by Board member John Britton.

Our new member and special guest speaker, Reeves Callaway, founder of Callaway Cars Inc., reported on the progress on registering as many GTV-6s as can be found that were converted in his Twin Turbo Program. Along the way, he shared some heartwarming bits and bytes about finding cars and owners after 40 years.

In 2019, our new Competition Director, Don Wagner, had a successful first season running the track events, including Laguna Seca, the racers' and time trialers' favorite track. On hand to receive their awards were Al Kelley, Bill Johns and track protégé Colin Wolf. Don mentioned that Terry Major has once again managed to secure a hard-to-get date for Laguna Seca, December 30-31, 2020.



Reeves Callaway shares his story with us.



Door prize fun with Jim, Jeff, Jan and Sheila.



Left, Chuck and Jan. Right, Jayne and Lesley foreground, Shannon and Bob behind.

Last but not least, Don Wagner presented the Charlie Cup to a most deserving Norm Silverman. Norm has been on the track as a time trialer, racer and instructor for over 20 years, and has been instrumental in the success of our Competition program. 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. Norm recalled how he first met Charlie after he rolled his car in Turn 9 at Willow Springs and Charlie's admonishment amounted to "don't do it again".

We welcomed our new AROSC president, Jim Barrett, to the mike. First of all, Jim thanked Mike Riehle for serving as the longest running (nine years) president in AROSC history, and having done a fabulous job. Jim then briefly reviewed what's coming up in the next few months. The 2020 AROSC Events Calendar was provided at each table (and is available to download from the website at arosc.org). Jim concluded by wishing everybody a Happy New Year!

Sheila then conducted lively door prize drawings and closed out the meeting. As observed by Board member Jan Cline, "A good time was had by all!" – Sheila



Left, Tony, Dan and Reeves. Right, Don gives Collin his Second Place TT trophy.



Left, Art Russell is our Open Class Concorso champion. Right, David and Susan Waelder take the Daily Driver trophy (photo taken with David's camera).

2019 Concorso Season High-Point Winners

Closed Class

Steve Cole 1977 Alfetta GT

Open Class

Art Russell 1963 Giulia Spider

Daily Driver

David & Susan Waelder 1991 Spider Veloce

Modern Class

1st Ian & Julie Bishop 2018 Giulia Quadrifoglio

2nd Giuseppe Grecco 2018 Giulia Quadrifoglio

Race & TT Season High-Point Winners

Race

Class O

1st Terry Watson Mazda Miata

2nd Greg Nelson Mazda Miata

Class P

Honorable Mention,

Dennis Fibrow Mazda Miata

Time Trial

Class L

Al Kelly Corvette

Class M

Roy Tsugawa Cadillac CTS-V

Class O

1st Omar Taylor Infiniti G35

2nd Collin Wolf Mazda Miata


3rd Bill Johns Alfa 4C

Class Q

Mike Steben Alfa GTV



MJ welcomes us to Salsa Verdes for the Annual Meeting and Awards Banquet. David Waelder photo.



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Join the Giro de OC!

Get ready to roll on March 28th for the Spring Day Drive, a scenic experience of greater Orange County.

We will meet at a freeway-close Cars & Coffee, in the parking lot of a landmark bakery, then wind around the hills and dales of Tustin, Orange, Santiago Canyon and Modjeska Canyon.

We're into iconography so we may be visiting a historic home and taking a short but special boat ride in the comfort of our cars! Lunch is intended to be at a hip restaurant in Costa Mesa.

The "wow" feature of the day will come after lunch when we visit one of the world's preeminent collections of California Impressionist art. You may see paintings of the very places you passed through on the drive.

We want this to be a day of serendipity, so we're not giving away all the details right now. More information will be provided after you RSVP. Direct questions to Elyse Barrett, emb.editorial@gmail.com



Many of us have never been here ...

View From Turn 3

HPDE School January 18th-19th When in Doubt, Accelerate!

By Terry and Beverly Major



On the grid

Welcome to the first 2020 AROSC High Performance Driving School: uniform of the weekend was jacket, Chapstick, gloves, beanies and coffee cups! Welcome to the California high desert in January!

It was light weekend with mostly new students ready for two days of rigorous driving! Our focus was Street Performance and Time Trial as there was no race group! The weather was cool, cool and cool. Freezing overnight and daytime cloud cover bringing 50-60 temps. Great for cars and almost zero Sunday drop-off!

Lead instructor Steve Hamilton (shown below) initiated drivers in all groups.



Terry Major gave a 10-minute introduction of the driver coaches: Steve Storyteller Hamilton, Mustang Mike Mckibbin and newcomer Formula C Kiem Tjong. Paul Blankenship (Alfa Club Comedian), Dennis Fibrow (Old and Slow) and Fabulous Beverly Major instructed Novice Time Trial. Advanced Time Trial was overseen by KTM Bruce Colby, Super-



On the pad

Fast Greg Nelson, BMW Bob Poulin, and Terry Major as roving “Razor” instructor. Mario Cano (No car, his NSX was in the shop) handled flagging and Cesar De Anda happily assisted.

Executive chef Ross Beckwith was back to cooking this weekend. His shoulder surgery stopped him from driving, but allowed us to enjoy wonderful chili burgers for lunch both days and some great BBQ shrimp Saturday afternoon! And thanks again to Happy Colby for giving Ross a hand.

As always, there was lot of info for new students to grasp in a couple of days, starting with “What is an apex? Oops, how come I missed that turn? Why is there dirt all over the track?” We had a little work to do, but covered all these other topics: Car and Driver Prep, Braking, Contact Patch, Weight Transfer, Throttle Steer, Cornering, Understeer, Oversteer and Passing before the class got behind the wheel.

Wet and Dry Skid pad provided great action with some Miatas trying to get loose more than the others. Ting Pan (2001 Miata), Steve Shin (2017 Miata), Aaron Uesugi (2016 Lexus IS 350) and Collin Wolf (2001 Miata) showed improving car control as the days progressed. Collin is now 17, and it is special to see him tool around in my previous racecar. His talent is growing and was acknowledged by instructors and student peers, exhibiting really good car control in all conditions!

Also great to see Eric Holzaphel again. He brought his '84 Porsche 911 Carrera, I love this car because those two-blue stripes look like my blue-stripe Miata! Daniel



Ponte brought his 95 Lexus SC400. It's a bit heavy but he was wringing it out. Cort Flinchbaugh was driving a black Porsche Cayman on Saturday, then drove Bob Poulin's BMW M2 on Sunday, having a really good time in that rocket!

The class included two Honda Civic Type Rs, two Volkswagen GTIs, and two Toyota 86s, which are very popular.

Once again, Greg and Dennis called me in to talk to the TT group about my race-ending fire experience and the supercharged car-b-q a few years back at the big track in Turn 3. Brought to the fore was the MOST IMPORTANT thing our club can teach, introduced by my favorite line to everyone: “When Do You Need it?” The answer is, “When it’s too Late”. The rest of the scenario is headlined by these questions, to which you need answers if ever caught in a burning car: “Where’s the fire bottle?”, “Why is the harness not coming undone?”, “How come this car doesn’t shift anymore?” Followed by the realization: “Oh, by the way, this isn’t my car,” and then, “It’s getting hot in here and I better get out fast because this car is on fire”.

There was a lot of improve-ment 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.

This weekend though, it looked like like we needed to work on our red/black flag instructions. At the Start/Finish, Mario flew the red flag and cars went to the hot pits, the front straight, the dirt under the flag stand. Oh boy, good thing this is a school!

Unfortunately there were a couple DNFs in the paddock: Edward Bynre’s Red ’91 NSX might have lost one cylinder and it got a flat tow home. Garrett Robertson blew a timing belt in the Red Miata. The kid was driving great through the chicane and on the gas before the apex in the last corner. Perfect example of “Slow in Fast Out”. Good thing they had AAA Premium. South Orange County is pretty far!

Massimo Lucidi lost fluids from somewhere and had to do a trailer dance with Dad to get his 2005 Mini Cooper home. Father Rich brought his ’65 Alfa GTA. The Alfa is pristine, period-correct spec with real race history. Come to the February event and see many Alfas.

Just prior to the graduation TT simulation, the final meeting of the day supplied all participants with AROSC High Performance Driving School t-shirts stating the vision for the weekend, “When in Doubt, Accelerate”. We are looking for a new slogan for the next school in September: how about “Pray for Rain” or “Rain Dancers Wanted”? Great job, everyone. We hope you had as much fun as us and come see us again with your buddies!



Dennis, Beverly and Paul ready for the day.



Sabrina Youkhane and Aram Moss, representing Russell Westbrook Alfa Romeo.

Special Thanks to Russell Westbrook Alfa Romeo for drinks and snacks. Aram Moss (Audi A4 Quattro) and Sabrina Youkhane (Alfa Giulia) were great representatives for the dealer! Did you know if you load up in the corners the Audi's brain rolls up the windows?

Next up, TT and Race Groups running at the Big Track, Willow Springs, February 15th-16th, followed by Buttonwillow April 4th-5th.

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2020 Schedule

- Feb 15-16 Willow Springs, Big Track
- Apr 4 - 5 Buttonwillow, Time Trial and Race
- Sept 12-13 Streets of Willow, HPDE Driving School
- Oct 10-11 Willow Springs, Big Track
- Nov 21-22 Chuckwalla, Time Trial and Race
- Dec 30-31 Laguna Seca, OMG Another New Year Celebration
(92 dB as always)



You can sign up for our track events at
www.alfaclubracing.com
or at motorsportreg.com

TEMECULA VINEYARDS TOUR



Plans are gelling for an AROSC Tour of Temecula! Mark your calendars and watch this space for more details, but know that we will be visiting several wineries in the Temecula region on April 24th-26th. Temecula has grown tremendously in the last 20 years since we last explored the area, so we thought it's high time we returned.

We are still finalizing accommodations and are homing in on the three to four wineries we plan to visit. And, of course, we are looking for some scenic and challenging asphalt to enjoy.

As always, we favor those roads that are not too detrimental to Alfa bottoms – for both chassis and passenger. As in the past, we will gather Friday evening at our hotel to enjoy friends, food and wine.

Saturday will see us on the road to our first stop – the long way around. The second winery will also be our lunch venue, followed by the final winery in mid-afternoon. We are planning to visit a fourth winery on Sunday.

Saturday breakfast and dinner locations and times are TBD.

RSVPs are a must! Email Chuck and Jan at alfa92708@yahoo.com to join the fun!

*Ciao,
Jan & Chuck*



It's Petersen Museum Time *Join Us on Sunday, May 3rd*

The 2020 AROSC cruise-in at Petersen Automotive Museum is set for Sunday, May 3rd. Be there or be square.

As always, a RSVP is required – normanev@msn.com – because we will have a special entry price for AROC members (\$12, and their youths aged 4-17, \$8). Tickets for AROC members are to be purchased at our pop up in the 3rd floor parking area. Non-members need to purchase tickets in museum lobby.

Our Schedule

8:00AM – Gates open

8:00AM to 10:30AM – AROC members who have RSVPed may park in the 3rd floor parking lot

11:00AM – docent-led tours begin.

1:00 pm – lunch (optional) at drago ristorante @ the petersen. Patio seating is available. Visit www.dragoristorante.com/lunch for the menu. There is also a public room in the lobby security area with chairs and tables for 30 if you wish to bring your own food (no alcohol).

To take a vault tour, you must sign up in the museum lobby upon your arrival.

The incoming 2020 exhibits listed below are profiled on the museum website <https://www.petersen.org/> Check them out and plan to join us on May 3rd!

- Building An Electric Future
- The Technology of Today for the Vehicles of Tomorrow
- Chip Ganassi Racing: Fast Tracks to Success
- Reclaimed Rust – The James Hetfield Collection
- Silver Shotgun – Italian Motorcycle Design of the 1960s and 1970s
- Exhibition Abstract – Disruptors By Joey Ruiter and Rem D Koolhaas
- Hollywood Dream Machines

– Norm Silverman

AROC Winter Retreat 2020

Our Cool Cali Mini-Convention



Saturday's Drivers' meeting, and everybody's there. Steve Edelman photo.

The 2020 AROC Winter Retreat returned to the low desert oasis of Coachella Valley for its seventh iteration over the Martin Luther King Jr. holiday weekend and AROSC was there to celebrate and enjoy this, our “Palm Springs Weekend”.

The event, which has grown from literally a handful of national BoD members and local chapter officers, can now with 150 Club members from at least nine states be called a mini-convention. Like the swoosh of a comet's tail, *Alfisti* sprinkled down upon Palm Desert, Palm Springs, La Quinta and the neighborhoods betwixt and between to light up the nights of January 17th-19th. AROSC led the contingent in participants, 25+ of us arriving in 20th and 21st century Alfes (and an odd transportation vehicle or two).

Friday night reception crowd included David Waelder, Doug McHattie and Elyse Barrett, looking mighty comfortable. Steve Edelman photo.





Val and Steve look over Val's pristine 2000 Touring spider. David Waelder photo.

The itinerary included another stellar Friday evening welcome reception at the hilltop home of Bob Merlis and Linda Keeler, but first, the Silvermans, Jim Barrett, Steve Edleman, and the Clines met with Paul Merrigan for lunch at the Fresh Agave. Dinner after the reception featured another gang, led by Charlie and Bonnie Schwartz and including the Barretts, Doug McHattie, the Waelders, and Steve Edelman, who ventured into old Palm Springs for an Italian dinner. Then it was lights out to rest up for Saturday's 240-mile day drive.

Everyone seemed to find the start spot and roared off down Grapefruit Highway to the western shore of the Salton Sea, and back up to Borrego Springs for lunch at Casa del Zorro. The Brinkerhoff-

Jacobs Rolls made the trip in style. Leg two wound out through Octotillo Wells to the southeastern-most end of The Sea to the Sonny Bono National Wildlife Refuge. Tame quail, wild geese, clouds of white pelicans and dozens of other migratory birds were viewed from the reserve's platforms. Tom Gillis and Reeves Callaway (with Alice, Reeves' goldendoodle) drove Tom's Black Beauty TT and survived the dog's



Saturday in the country finds all kinds of machinery sharing the road. Steve Edelman photo.

happy splash into one of the Reserve's feeder canals. Leg 3 took us back up the north shore of The Sea and through adjacent farmlands to Box Canyon, our final "wow" experience of the drive. With a recent repair and repave, the road was fast and fun. More than a few people were late to that night's party because they stopped to shoot portraits of their cars!



Saturday's Belle of the Ball, Tom Gillis's Callaway Twin Turbo GTV-6. Steve Edelman photo.

The weekend's piece de resistance is always the cocktail party at AROC President Cindy Banzer's Palm Desert home, and this year it took a step up in elegance and opulence. Our newest chapter, Desert ALFAs, based in the Palm Springs area, were tapped to be host-enhancers and sourced and served some fantastic nibbles, enough to be a dinner; then bused the dishes and our drinks glasses. AROSC/Desert ALFAs' Bonnie Schwartz brought four of her talented freelancing friends from the high desert symphony to perform a chamber concert, and our newest AROSC



Bonnie and her chums bring us some chamber music. David Waelder photo.



A fine Coachella valley sunset ends a great Saturday. Steve Edelman photo.

member Reeves Callaway took the mic to preview his TT GTV-6 registry project (more to come in Colorado at the National Convention). MJ and Sheila attended for their first time, as did David and Susan Waelder. Jay Mackro and Catherine Kusnick attended for their second time.

Sunday's farewell luncheon and mini-concorso returned to the Ecena Golf Club, again the perfect venue for our cars to enjoy their close-ups. Val and Monique's 2000 Touring Spider was abundantly appreciated; the silver Silverman Stelvio was applauded, and the Barrett GTV-6 and Deller Milano got thumbs up among appreciators of modern 6-C cars.

And then, we dispersed again, to our home lairs in parts of the country that have seasons and to our snug and dry SoCal garages, happy to have shared these few hours with new friends and old from across the AROC universe. Viva Alfa Romeo, until we meet again!

– Elyse Barrett



The final gathering for Sunday's farewell lunch. David Waelder photo.



Alto *Miglia*



ALFA 2020

looking back / moving forward

The Alfa Romeo Owners Club National Convention
Colorado Springs, Colorado - July 21 to 26, 2020

The convention website www.alfa2020.com will be open for queries and registration during the final week of February. Please be patient!

Events We Love & Recommend

AROSC can't be everywhere and attend every worthy concorso, cruise-in or competitive event in the Southland, but we do point out those that are dear to us. This year the list includes these three shows that you are welcome to attend on your own. Visit their websites for details.

April 17th-19th: La Jolla Concours d'Elegance, Ellen Browning Scripps Park, La Jolla; <https://www.lajollaconcours.com/>

June 14th: San Marino Motor Classic, Lacey Park, San Marino; <https://www.Sanmarinomotorclassic.com/about-us>

June 28th: Highway Earth Car Show, Franklin Canyon Park, Los Angeles; <https://www.highwayearth.com/>

Phil Guiral, 1952-2020

We are saddened to report a pillar of our HPDE program, avid track event participant, vintage Alfa enthusiast and retired firefighter, Phil Guiral lost his fight with multiple myeloma in January. Many of us benefitted from his knowledge and good humor at our driving schools and appreciated his attention to Alfa aesthetics exhibited in his lovely GTVs. Treasurer Jay Mackro said, "We would often run into him at Dana Point Harbor having coffee after surfing. Upon his diagnosis, he worked to advocate for better healthcare for firefighters living in states less enlightened than California". Fellow instructor Paul Blankenship summed up his surfing and competitive side: "We hope your last wave was bitchin, and you hit all your apexes on the track." Godspeer, friend.



Classified – Cars/Parts For Sale



FOR SALE 1986 GRADUATE SPIDER – Moving: Must sell! This white over black cream puff is fun to drive anywhere! Low mileage (114k), excellent condition, original and near-perfect. No rust or collision damage, ever! Starts easily, runs great, and passes California smog tests. Appraised at \$15,600 to \$18,600, now offered at \$1200 OBO. Call 559.688.8844 (land line), or message 559.631.0804 (NO TEXTS PLEASE).

FOR SALE AMB RECHARGEABLE TRANSPONDER – Complete, in its original box, and comes with all charging accessories, it has been slowly used about one weekend a year. Maintained and charged to factory specs, and is in excellent condition. Unit is grandfathered in and needs NO SUBSCRIPTION. \$425.00 plus shipping from Reno, NV. Call 480.261.9987 or email alfaoro@yahoo.com

Classified – Cars/Parts For Sale

FOR SALE, TRADE OR? MILANO & SPIDER PARTS – I want to sell the new parts, and trade or give away the used parts. **New Milano parts**, purchased from IAP, but never used: Steering rack boots, 2 available. Milano Gold rear sway bar bushings upper, 4 and lower links, 4. Shock bushings, 4 - 34036000 and 3 - 34037000. Therm housing, 1. Rear sway bar bushings, 2. **Spider parts** that have been in storage: New main seal, red, I think for a 2000; the buyer would have to look at it. Used but re-buildable clutch slave, buyer to inspect. External door handle for a 1974, broken, but many parts look useable if yours are worn. “Organic” brake pads, in box, never used (unknown which end of the car these were purchased for, not a full set). Call or email Guy Berger, 949.278.9539 / gjosephberger@gmail.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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Special For Racing Fans

Astute F1 fan and AROSC member Scott Cline took a clue from first-time F1 race-goer Dolly Samson’s story in the January 2020 *Alfa Owner* wherein she lamented not having a little cheat sheet to help her ID the competitors, and created a two-page 2020 race-watcher’s guide. A PDF version is available on our website arosc.org You may download and print one for yourself! The first race is March 14th in Melbourne, Australia and Scott and wife Margaret will be there. *Forza Alfa!*