

ALFACIONADA

MARCH-APRIL 2020



*Above, Willow Springs Race Weekend, Pages 12-16
Below, Alfa Day at Russell Westbrook, Pages 20-23*



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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.

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

If you receive the newsletter on a complimentary basis, please send change of address information to the Club Business Address above.

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: Ian Stewart and his Miata at "Big Willow" during February's Track Weekend. See Terry Major's story and more photos beginning on page 12. Photo by Terry Major. Below, look at all those shiny noses! We had a good turnout of vintage and more recent Alfas at the Russell Westbrook Alfa dealership in Van Nuys, complete with new-Alfa test drives plus lunch and refreshments. Photo by David Waelder. See all the other great photos on pages 20-23.

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.*

April 24-26 – Temecula Tour has been postponed. See notice on page 11.

May 3 – Petersen Tour. Please see page 18 for information, and a guide to updates.

May 31 – Board of Directors Meeting

June 7 – Huntington Beach Concours d'Elegance + Club Concorso #1, Huntington Central Park. Info on page 24.

June 28 – Highway Earth Car Show, Los Angeles (Non-Club)



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 Il Presidente Jim Barrett.



At the Russell Westbrook Alfa Day event, Chuck Meschter shows off his newly rebuilt Giulia Sprint GT engine to Jim, Mike and Roberto. David Waelder photo.

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

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Avanti e Verso l'Auto!

Welcome to The Time of The Great Unknown.

Has your throttle foot begun to itch, thinking the only cure is the lack of bread, eggs or milk that will let you run out to the grocery store (or beyond)? The majority of our members residing in California are now full-fledged members of the “Club of Sheltering in Place”, in all its glory. But the tactic may work, and I hope everyone fully understands the scope of our public health emergency.

This said, I actually have a huge problem staying in place. I admit this because the get-out-and-go desire is almost overwhelming, while today it is simple and common knowledge now that we must avoid exposure, and that we must not expose others. How does that fit into driving our favorite cars?

I believe that going for a lovely drive is acceptable now while “distanced” in our stylish steel shells. In fact, giving your Alfa a little Italian tune-up about now is not only dazzling (spring flowers are just beginning), but good for the soul. It also reduces the temperature of our cabin fever.

Also, isn't this an opportunity for some quality garage time to maintain to our cars while holding a good thought for classic car driving season? Maybe replace those 17-year-old, but perfectly good-looking tires? Put some serious wax on the exterior? Use a nice cleaner/food on the interior surfaces? Maybe even check the air pressure in the spare tire? Certainly all of the door hinges and other moving assemblies could use some lubricant. The opportunities for easy improvements are endless.

And in the backyard, isn't this a great time to support garden activities? I suggest new food in that bird feeder, and perhaps starting herbs from seed. Basil and arugula (staples of Mediterranean cuisine) are our favorites, and they can sustain you through summer if you pinch off the buds and don't let them bolt.

Our March 8th visit to the Russell Westbrook Alfa dealership was a pleasant success on a day that had good weather in between not-good weather. We had 15 member cars on the front line facing Van Nuys Boulevard, and they all looked especially good.

Shortly thereafter, this other stuff rolled in, and we have had to cancel the March 28th driving tour in Orange County, and the Temecula Valley Tour in late April.



There could possibly be more cancellations of AROSC-planned events in the future. Hope not, but please watch the website for updates.

Our national organization, AROC, has a new administrator, Deborah Galvan. She has been on the job for about six weeks now, but has her Pilotis on and is quickly mastering many myriad duties! If your dues are in question, you didn't receive your *Alfa Owner*, or want to place a classified ad, she's your go-to at this email address: aroc.office@gmail.com.

For now, be safe, be healthy!

– *Ciao, Jim & Elyse*



TECH GUY ... *Those are the Brakes*

The transition from the horse-drawn carriage to the automobile was a quantum evolutionary leap yet many features of carriages, such as suspension, lighting and braking, were carried over to the automobile.

In the early days of the automobile, braking systems were very simple, usually consisting of a wooden block pressed against the steel wheel rim. The advent of rubber tires required that a new braking system be developed. Many types were tried but the drum braking system developed by Louis Renault in 1902 became the standard system for many decades.

But along with stopping the vehicle there was also a need to hold the automobile in place when parked. This was accomplished by using a lever, held in position with a locking pawl, to manually engage the brakes. When automobiles used cable-actuated brakes, it was simple to pull on the same cable that the foot brakes used to hold the vehicle when not moving.

With the introduction of hydraulic brakes on the Duesenberg around 1920, which provided much better braking ability to stop the vehicle, it was still necessary to retain the cable-actuated system for use as the parking brake. In addition to holding the vehicle still when parked the parking brake could also be used as a backup system if the hydraulic system failed, which was not uncommon in the early years. Hence, the parking brake was also called the emergency brake. The parking brake usually only operates on the rear brakes.

With the introduction of the fluid-coupled automatic transmissions in the 1940s, the parking/emergency brake became more important. The automatic transmission fluid coupling prevented the use of engine braking to slow the vehicle and thus the braking system had to do the braking. In the event the hydraulic braking system failed, then the only way to safely stop the vehicle was with the parking brake. Automatic transmissions include a PARK position that engaged a pawl in the transmission to lock the transmission output to hold the vehicle in place. However this pawl can be broken if the vehicle is hit and in that case only the parking brake will keep the car from rolling.

Since the introduction of the dual circuit hydraulic braking system in the late 1960s total braking failure is rare, but it can still occur. So the emergency brake still has a purpose. Over the years the parking brake operation has taken several forms. The most common were a pull handle near the steering column, a pull-up lever next



to the driver's seat and a foot-operated pedal below the dashboard. The lever next to the driver's seat is probably the easiest to use as an emergency brake since the amount of braking force can be easily varied so that the wheels don't lock up.

The trend in recent years has been to replace the parking brake lever with its accompanying cable system with an Electronic Parking Brake (EPB) system. The EPB works pretty much the same as the mechanical parking brake and will even work as an emergency brake, but everything is computer controlled. When the vehicle is stopped, pulling the parking brake handle will latch the brake pedals with a ratchet mechanism. Pressing the lever releases the ratchet and frees the brakes. In this way once set, the brakes will hold without using electrical power. In some vehicles with automatic transmissions, the parking brake is automatically engaged when placing the vehicle in PARK and automatically released when the vehicle is in gear and the gas pedal pressed. This auto-release also works in some vehicles with manual transmissions. Releasing the clutch and pressing the gas pedal while in gear will release the parking brake.

As an emergency brake situation pulling the parking brake lever while driving will cause the computer to apply the brakes. The computer can command all four brakes to apply pressure, and by using the ABS system can bring the car to a stop without lockup in a short distance. It will even light the brake lights to inform the drivers behind that you are braking, something the mechanical system does not do.

The EPB system can make the vehicle safer by automatically engaging the parking brake and by safer stopping in the emergency brake mode but there are some drawbacks. If the parking brake is engaged and the battery dies, you may need to know the location of the manual parking brake release (if present). If the battery dies while the parking brake is released you will not be able to apply the parking brake. If you have a vehicle with EPB, I suggest you carefully read your owner's manual so that you are familiar with it.

And because everything is computer controlled, and there are redundant sensors and actuators with fault tolerant software, nothing can go wrong, I mean the HAL 9000 from "2001" and Skynet from "The Terminator" were perfectly safe.

– Gene Brown



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SPRING EVENTS POSTPONED OR CANCELLED

The new normal for us in these times of contagion is to play it all by ear and act with the Chapter's health first in mind. Therefore with abundance of caution, and per orders from the State of California we must sadly inform you of these changes to the AROSC calendar.

Temecula Valley Tour

To all those interested in the Temecula Valley Tour, we feel it is in the best interests of you and all members who have already RSVP'd, that we postpone the April 24th-26th event to a later date. We are looking into an early fall weekend when temperatures are milder and hopefully the COVID-19 virus has subsided. Since most wineries, hotels and restaurants are in a shut-down mode for an unknown period of time, it seems prudent to take this action now. So let's all stay safe. We will keep you informed as the situation develops.

– Jan and Chuck

Giro di OC / Spring Day Drive

We wish to thank those who reserved space in the Spring Day Drive / *Giro di OC* for March 28th. Time and the contagion were not on our side, so this event was scrapped as the restaurant, art museum and historic home we intended to visit were closed. It was going to have been a fun day, and we were trying to make it work out a way to do a socially-distanced version. We thought of asking everyone to drive to the meeting place, stay in-car, text us and line up to leave the parking lot together. We thought we could at least drive through the green countryside and laugh our way across the Newport Harbor on the ferryboat, but it was not to be. Let's look forward to happier times in 2021.

– Elyse and Jim

View from Turn 3

February Willow Springs Race Weekend

“The Show Must Go On” by Terry Major



It all seems so calm from up here ...

The timing of our last two competitive events was a bit of a snarl! This time, Paul Blankenship and Don Wagner had dinner with our timer, Dennis Chalfont, on Friday night before the event. He was not feeling 100 percent, so turned in a little early, then ended up in the hospital. Don checked in with him the following week, and he is OK.

Herewith, my details of the event are mostly from Saturday's action.

A solid group of Alfas attended the event, with at least eight models. They had their own run group with plenty of sessions. Drivers included Rimiccis, Stebens, Avery, Williams, Russell and White. We tried to get a post-war F1 Alfa 158, but the deal fell through.

Our executive chef, Ross Beckwith, came to cook, but this time added something different: his race Miata! On the Alfa Club Racing Facebook page, check out Ross getting it all wrong coming out of Turn 5, but due to his stint at the High Performance Driving School, he had the skills needed to save it! Ross brought the car in and made wholesale changes including sway bars, ride height, tire pressures. Over the two days, he improved 5 seconds per lap. We are hoping his arm does not heal too fast, as we love him cooking! Saturday the BBQ was smoking all day long for the evening feast, which included applewood smoked ribs, bacon wrapped pulled pork and stuffed green chilies.

Mario Cano thought his new NSX broke and got the car towed in. I know it is a

hybrid, but you still have to put gas in it, Mario! He fueled up, but that extra weight must have changed the balance as he thought the way through Turn 9 was through the dirt. It is a good thing the car was not damaged. But, give this man credit as he was awarded top time of day with a 1:37.

Speaking of dirt track, the “broom & dustpan” award goes to Gary Glazier. In the open race Saturday he was chasing Bob Poulin hard, hard, hard, too hard! Coming to the top of Turn 6, Gary dropped the left rear wheel in the dirt at 120 mph or so. He never took his foot out of it. The car did a tank-slapper from the left side dirt all the way to the right side dirt for over 200 feet. Gary put a dumptruck load of dirt and rocks across the Turn 6 and 7 area. That’s what you get with a 100+ mph off for over 200 feet.



Gary Glazier, with his “All-Terrain” BMW.

We also had one of our long-term Alfa racers test the desert. I think Art Russell was practicing for the Baja 100. No trophy for him, but he did receive a second in class and a load of paper towels.

In TT, I witnessed virtuoso performance by Kevin Madsen driving an NC Miata to its fullest. He ended Saturday with a 1:40 in this, a street car. It is hard to imagine after watching him that his time could have improved as he was consistently getting everything from the car. Come to find out that Kevin is the lead driving instructor for Exotics Racing Experience and he has a wealth of drive time in a variety of cars and a variety of tracks.

All of the Sanadas family in the State of California attended this event. Four of Randy’s kids were here: Nicole first with 1:44, Jerry second with 1:42, Randy second with 1:45, Jeremy fifth with 1:46. The Sanadas then got beat up by Nicholas Percell in a hotrod Subaru STI with a 1:37.

We also had Bill (dad) and Garrett Robertson present. Garrett (17) just attended



Bob Poulin and Gary Glazier.

the High Performance Driving School for the second time in his red early model Miata. This kid put on a show at the school and had an eye-opening experience at the big track. His first time here started a little slow, and after further instruction, reduced his time substantially. He is a listener and made changes to his approach to Turns 5 and 9, improving his confidence and lap times.

Collin Wolf (#75) participated in his first race and got his first win. Congratulations Collin! He started the weekend with a lap time of 1:45 and ended the weekend with a best lap of 1:40. His competition was Vereker Tam who finished behind him, but had better times.

They both had a great race on Saturday, swapping positions and hanging together for a few laps and their race to be disturbed by Gary Glazier's red BMW and Bob Poulin's black BMW. The race was super fun to watch. Both Collin and Vereker reduced their lap times throughout the weekend by over four seconds per lap. Less braking in Turn 5 and 9 seemed to do the trick.

Edmund Lo attended but had no car on the track, even one day after his birthday!

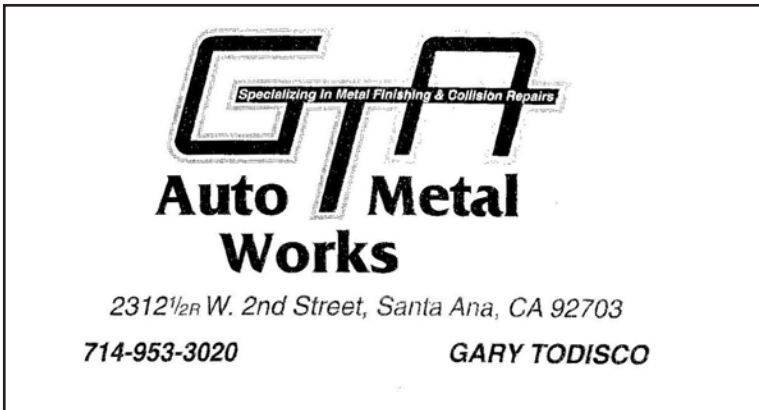


Collin Wolf and Ian Stewart

Terry Watson reported in with Sunday race results:

1. Will Yu, Porsche
2. Gary Glazier, BMW
3. Collin Wolf, Miata
4. Ian Stewart, Miata
5. Dave Ross, 240Z
6. Aleksandr Likhterman, BMW M3

Please note: Our April event at Buttonwillow Raceway Park has been cancelled, thanks to that pandemic. See the updated Track calendar on page 17.



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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. Because the pandemic is affecting so much of our fun, you must monitor the event websites regularly for updates.

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

August 23rd: San Marino Motor Classic, Lacey Park, San Marino; <https://www.Sanmarinomotorclassic.com/about-us>

September 19th-20th: La Jolla Concours d'Elegance, Ellen Browning Scripps Park, La Jolla; <https://www.lajollaconcours.com/>



A 1931 Marmon V16 Convertible Sedan, shown here at a previous San Marino Motor Classic. Will Owen photo.

Join Us At the Track!

Just starting out, experienced or a racer?
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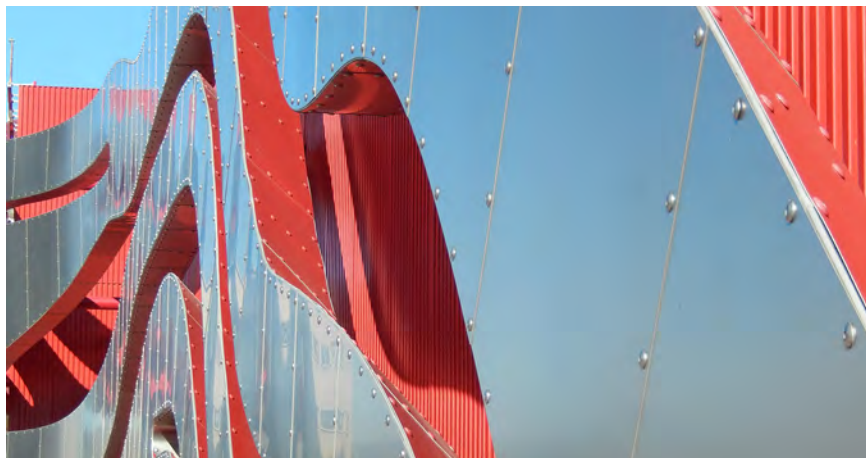
Alfa Romeo
Owners of Southern California

2020 Schedule

- Apr 4 - 5 **CANCELLED**
- 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



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. Although at this writing the museum is closed due to the pandemic, we have yet to cancel our visit. While we await a status update, consider viewing recent Petersen Vault tours. They are being recorded and have been livestreamed free since March 25th. Visit <https://bit.ly/2U8cskH> for the schedule.

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 2020 exhibits listed below are profiled on the museum website <https://www.petersen.org/>

- 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

– Norm Silverman



Alto  *Miglia*



POSTPONED TO 2021



ALFA 2020

looking back / moving forward

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

Alfa Day at Russell Westbrook – A Fine Welcome in Van Nuys



President Jim makes sure we are all present. Photos by David Waelder except as noted.

We had a fabulous mini-show in early March at one of the southland's newest Alfa dealerships, Russell Westbrook Alfa Romeo in Van Nuys. At the invitation of the dealership, AROSC brought 27 members in 12 vintage, almost-vintage and three new Alfa Romeos for a welcome-to-spring gathering.

The day was coordinated by RWAR finance manager Aram Moss (who recently helped his friend Sabrina purchase a Giulia and join the Chapter, and facilitated Norm and Evelyn Silverman's acquisition of their lovely silver Stelvio). He moved all the Maseratis and trade-ins off the front of the lot so we could fill it with our classic machinery.

We hoisted our banner, popped a few folding chairs, and sipped some morning joe courtesy of the studio coffee-maker. We were able to test drive Stelvios and Giulias, hang out in the showroom, chat with passersby, snoop into fun Alfa products display, and enjoy a pizza and salad lunch.

Because Aram requested classics, Norm and Evelyn brought their '65 Spider, Chuck and Jayne Meschter drove their '67 Giulia Sprint GT, Mike Reihle and Chris Burke



motored in with the '65 Spider, and Bob and Shannon Schmitt came with their lovely red '69 Duetto. Yes, we rock the '60s here!

The Schmitts also brought their friend Christian, of Lambretta and Aprilia restoration shop Bar Italia, in his silver '74 Spider (please re-join the Chapter, Christian!).

Giulias attending included the new ones of new members Yoshi and Christy Madokoro (with their two darling children) and Sabrina's, plus Jan and Chuck Cline's now two-year-old Quad.



Chuck Cline, Yoshi, Christy and their boy talk Alfa.

Seldom-seen members who we enjoyed re-meeting included Ron Avery with his stunningly perfect '74 GTV. Welcome back, Ron. The two black new/old spiders of David and Susan Waelder and Jim Reising, plus Pat and Cindy Terrisse's fly yellow beauty also got lots of attention, and Gene Brown's Montreal was on its best behavior. Roberto and Cheryl Quadrelli brought their newly buffed-up Spider; Jeff Srinivasan and son Max arrived in the '74 Spider, and Il Presidente Jim Barrett had the '82 GTV-6 in the lineup.



Ron Avery perfects the already-perfect face of his GTV.



Above, back of lineup: rears Yoshi's blue and Clines' red Giulias, Schmitt Duetto, and Brown Montreal. Below, Jim Barrett shot this landscaping that appears to spell "Alfa"!



It was a fun day. We got to know new Alfa resources and will be calling upon Aram's crew when we have questions,

Stop in, we are always welcome: Russell Westbrook Alfa Romeo, 11888 Van Nuys Blvd., Van Nuys, CA 91401; 818.962.4502.

– Jim & Elyse Barrett



Above, Jim and Ron discuss the GTV-6. Left, lunch in the studio with Chris, Mike, Helen and Susan. Below left, Susan and Jayne share a laugh. Below right, Ace Photographer D. Waelder and Susan get ready to check out a 2019 Giulia. Jim Barrett captured the moment.



AROSC Returns to the Huntington Beach Concours



The AROSC's first Club Concorso of 2020 will be held in conjunction with the Huntington Beach Concours on Sunday, June 7th. This event has long been one of our favorites, and this year marks our return after a few seasons away. So clean and polish your Alfa Romeo and plan to attend.

We know that these have been difficult days due to COVID-19, making AROSC's calendar a rather fluid document. Planning for a club event two months in the future may not be your first inclination, but we have not heard from the organizers of the Huntington Beach Concours as to whether they may postpone their event. Therefore, let's begin preparations for our first Club Concorso at the Huntington Beach Concours now, and hold the thought that conditions could change by June.

As many of you may recall, this is actually a two-day event, with Classic Cars (our category) featured on Sunday, and is held at the picturesque Huntington Beach Central Park. All member Alfas will be lined up together on the grass and will be judged by your very own Club Concorso judges, who will be part of the HB Concours judging corps that day. Have a 21st century Alfa? Please bring it to this show. All modern Alfas are welcome! While awards will be given by our host Concours, we want to be sure you know that Display Only (non-judged) cars will be welcomed and will be placed on the show field along with the judged Alfas.

Come one, come all and enjoy a great day with your fellow Club Members and get a chance view the spectacular field of Alfa and other classic cars (there will be over 100 vehicles on display) that always show up for this long-running event.

To register online, you surf over to the HB Concours website at <http://www.hbconcours.org/register-vehicle/> and register you and your car (up to five cars!) for the Sunday Concours (you may chose to submit a digital photo of your car, though this isn't mandatory). Alternatively, a paper entry form is available at <http://www.hbconcours.org/register-vehicle/> Be sure to indicate whether or not you wish to be judged when you register. Everyone, regardless of whether you wish to be judged or not, should select one of the available Alfa Romeo Classes most suited to your vehicle (this ensures we all park together). Note that all modern Gulias, Stelvios and 4Cs should select the "1996 and up" class. Everyone should then select "Concours", just below your Class selection, unless you wish to be judged as a "Daily Driver Class", when you would instead select "Street/Race Driven".

After paying the nominal registration fee of \$40 per car you just need to shoot a quick email to Jeff Srinivasan, AROSC Club Concorso Director, at rogueman1@mac.com and provide the year and model of your Alfa and whether or not you signed up to be judged.

– Jeff Srinivasan



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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

FOR SALE, LEXANI RIMS – Four used 22-in. Lexani Concave Sport Series rims (bolt pattern 5X108.0), plus 4 Delinte Thunder tires. \$950. Also currently listed on Craigslist. Call Robert L. Smith, 562.673.7586.

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