

Newsletter of the

Alfa Romeo

OWNERS OF SOUTHERN CALIFORNIA



Alfacionada



January 2011

**In This Issue: Holiday Party,
Buttonwillow TT & Race,
upcoming events, and more...**

Meeting Information

General Meetings are usually held the last Friday or Saturday of each month at various locations. Check the Calendar information on the outside back cover for an overview of the year, and the Previews section on Page 4 for details of events planned for the near future.

AROSC Mailing Address:

Alfa Romeo Owners of Southern California
17041 Malta Circle
Huntington Beach, CA 92649

AROSC Web Site:

www.arsoc.org

Important Deadline & Info!

Please send classified ads, articles, letters, and photographs to the Editor in time to arrive by the monthly general meeting, to permit publication in the next month's issue.

General Information

Alfacionada is the monthly 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* enthusiasts. Subscription to this newsletter is included as part of the annual AROSC membership fee of \$70; non-members of AROSC may subscribe for \$22 per year.

Permission is hereby granted to other Alfa Owners Clubs to reproduce any original material herein, provided credit is given to the author and to the AROSC *Alfacionada*.

Classified Advertising

Classified (non-commercial) ads are available as a free service to members and for a nominal charge of \$10.00 per insertion to non-members. Ad content must be *Alfa*-related or of special interest to the members.

Commercial Advertising Rates (modified for new page size)

| | |
|---------------|----------------|
| Full page | \$275 per year |
| 1/2 page | \$150 per year |
| 1/4 page | \$100 per year |
| Business card | \$100 per year |

Membership Information

See the inside back cover of *Alfacionada*.

This Month's Cover: A group shot of the Holiday Party crowd as posed on the deck at the Kutkus' home. Are you in it? Photo by MJ Kutkus.

Disclaimer (a.k.a. Lawyer Repellent)

AROSC and the authors and editors of this newsletter assume no liability for the accuracy or legality of any technical information appearing herein. They are also not responsible for the safety or practicality of modifications performed by individuals or companies and described in these pages. You should always check with your mechanic before performing any work or modifying your car in any way.

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2011 AROSC Previews -- *An Outline of Coming Events*

January 22-23—Time Trial and Race at Willow Springs

January 30 – Annual Meeting at Delzano’s Restaurant, Noon – 4 PM

See info on page 21

DON'T MISS:
*January 22-23 -- Time Trial & Race
at Willow Springs
January 30 -- Annual Meeting at
Delzano's, Redondo Beach*

February 19 – General Meeting @ Autobooks, Lunch TBD
See info on page 20.

*February 26 – Desert Classic Weekend, Lunch @ Schwartz’s in
Joshua Tree, Dinner @ McHattie’s in La Quinta*

*February 27 – Desert Classic Concours & Club Concours #1, La
Quinta*

See info on pages 22-24

March 26 – General Meeting & Chili Cook-Off

April 9-10 – Spring Driving Tour

April 16-17 – Driving School, Streets of Willow

April 30 – General Meeting & Tour of Petersen Museum

May 13-15 – Wine Tour

May 21– Cars & Coffee & General Meeting/ garage tour @ Don Murray's/ brunch @ Cline's

June 5 – Huntington Beach Concours & Club Concours #2

June 25 – General Meeting at Shin Yoshikawa's, Frazier Park

July 2 – Alfapalooza, Gladstone's Long Beach

July 16 – Go Kart races (location TBD)

July 31 – General Meeting and Summer Party at Phyllis', Huntington Beach

August 6 – Braille Rallye and lunch

August 18-21 – Monterey Historics Weekend

August 27 – General Meeting TBD

September 24 – General Meeting, Agua Dulce Winery & Big Mouth Pizza

October 1-2 – Time Trial & Race, Willow Springs

October 29 – General Meeting & Tour of Nethercutt Museum

November 6 – Concours #3 at Best of France & Italy Car Show, Woodley Park

November 19 – General Meeting, Elections, and White Turkey Auction, Dirk's

December 3– Competition Board Meeting

December 10 – Holiday Party @ Kutkus'

NOTE: Board meetings are currently flexible as to date and location. If you are interested in attending, call Mike Riehle.

View from the Top --

It all seems somehow surreal as I sit here beginning this column. Originally, I had planned to write a Tech Column on helping Fred Firschein tune his Weber carburetors. Not that my rise to the presidency was a total surprise. Evie, for one, had been telling me what a fine president I would make for several months. At the Board Meeting as Norm described the person he thought should replace him as president, somehow it didn't quite sink in that he was talking about me. He was, and the rest of the story is history. I have to say it is an honor and a privilege to serve and I vow to do my best.

Norm and Evie have served as President and First Lady for 5 terrific years and they deserve our heartfelt thanks for a job well done. I have been trying to convince Norm to teach me to whistle, a presidential task I seem unable to master, but he seems to find the prospect daunting and has allowed he will whistle at my behest. I also want to thank Phyllis Gaylard, Paul Dexler, and Bruce Colby who have elected to step down after serving on the Board for many years. Phyllis is staying on as Newsletter Editor, Paul will provide assistance to Margi for Programs, and I'm sure Bruce intends to remain active on the competition side of things.

The Christmas Party was fantastic as always with lots of great food and wine. It had a Greek theme, perhaps just to be different, but also because MJ & Sheila traveled to Greece earlier

in the year. Chris & I made a special effort to track down some Greek wine, then discovered we were not the only ones by any means. I didn't count heads, but the party was well attended as always. What self respecting Alfisti would miss a party? Many thanks to our hosts, MJ and Sheila.

As usual, the first meeting of the newly elected Board of Directors (BoD) was the day after the party. I'd like to say that consuming party leftovers was the main item of business. Nothing like a party after the party. In the past it was a simple matter of electing returning board members to their old positions. All in favor say aye. Okay. Let's eat.

Not this year. We have a new leader and there are three new faces on the Board which triggered a near complete shuffling of responsibilities as detailed on page 3. My thanks to Margi Brown-Orozeo, Jay Mackro, and Terry Watson for stepping up and joining the Board. Margi does the Wine Tour and has already volunteered her husband, Mo, to help with the website. Terry has graciously consented to be Competition Director which goes well beyond the duties normally expected of a Board Member.

I expect of lot of change in the coming year. A lot of it will be due to the new faces on the Board and people in new positions. There will also be a renewed effort to improve the Club's finances after the expenses we incurred last year to file our back tax returns, formally apply to the IRS

for non-profit status, and to reinstate our California corporate status. In order to cut expenses expect a greater emphasis on electronic communications. Improvements to the website. www.arosc.org, and more and better email blasts on upcoming events are planned.

It turned into a long meeting, but we also managed to hammer out the initial 2011 Schedule of Events. The first few months are on the back of the Alficionada and a full 2011 Calendar is on pages 4-5 and the website.

Our first event of the New Year is the Time Trials and Race at Willow Springs on January 22-23. If you have never been to the track, please consider the High Performance Driver Education program held in conjunction with the event. Chris and I haven't been active on the competition side of the Club, but we both have auto-X experience and understand the benefits. Not only are these events great fun, but the driving skills you pick up could save your car, even your life, in an emergency situation.

Our next event is the Annual Meeting and Awards Banquet at 'Delzano's by the Sea' in Redondo Beach (page 21). There is lots of parking, great food and raffle prizes galore. Alan Ward is the featured speaker this year and it looks like this event will be well attended, so get your RSVPs in early. Alan has been racing longer than I care to remember and most 105 owners are well aware of Ward & Deane springs and adjustable upper A-arms. Given half a chance I

expect his talk will be followed by a spirited Q&A session.

The February 19th General Meeting is at 'Autobooks – Aerobooks' in Burbank at 2900 W. Magnolia Blvd (page 20). Come early to score a parking spot in the parking lot in back and participate in the informal car show. (Street parking isn't particularly challenging for those whose internal clocks are set to Italian time.) FREE pastries and coffee will be provided. Get yourself there and check out the shelves for potential additions to your library.

The following weekend is the Desert Classic Concours in La Quinta (page 22). We have been doing this event for 2 or 3 years now and it has blossomed into a great weekend. Pack a light lunch and visit Charlie and Bonnie Schwartz' desert retreat followed by a drive through Joshua Tree. Or, drive directly to the hotel and join the group at the dinner party hosted by Doug & Joyce McHattie. Sunday's festivities begin early with parking on the green at the La Quinta Resort. This will be the Club's first points concours of the year. My car won't win because I will be too busy socializing to get all the road grime off, but that's okay with me.

Norm used to finish his ramblings by reminding us to keep the wheel side down. My reminder is: Don't forget the duct tape, a handyman's best friend.

Mike & Chris

Tech Column: Click, Click, Click

by Gene Brown

Well it's an all new year and with it a new Board of Directors. I would like to thank all of the voters that chose to re-elect me to the BOD for the 12th consecutive year (your checks are in the mail). I was finally persuaded to relinquish the position of Secretary and am now the Technical Editor. This is either due to my vast automotive knowledge or ineptitude as a Secretary. I'll let you decide.

For my first column I decided to cover those mysterious little boxes that go click in the night, relays.

The amount of power used in an electrical circuit is a factor of the voltage and the current. In most cars the voltage is fixed at 12 volts (6 volts in older cars) so the only thing that changes is the current; the more power the more current. To handle more current you need bigger wires, which is why the wire to the starter is bigger than the wire to the dome light. If the current goes through a switch, such as a headlight switch then the higher the current the bigger the switch contacts need to be.

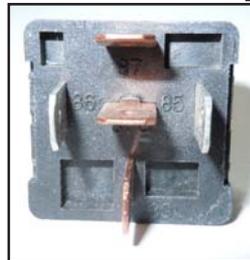
Early cars had little in the way of electrical circuits: the starter, the generator and the lights. But as cars became more popular car owners wanted more creature comforts such as a heater with a blower fan, radios, power windows, power seats, etc. All of these accessories use up lots of

current and would require bigger wires and bigger switches. To avoid the costs of the bigger wire and switches manufacturers use relays.

A relay is an electrical switch that uses a small current to control a set of contacts that handle the high current. This way the car only has to have the large wires go from the battery through the relay to the load (headlights, power windows, etc.) rather than throughout the car. The relays can be located all in one spot or near the load, whatever works out best for the wiring.

This is all very interesting but what do relays look like and how do they work, you ask. The first picture is a typical

relay and the second picture shows the inside



of the relay. The third picture shows the bottom of the relay. Fortunately the relay industry has

standards and most all relays have their pins identified the same way (see the table). They also have the pin numbers marked on the bottom of the relay. Most relays also have a diagram on the side identifying the contacts and the voltage and current ratings are generally on the top or the side of the relay, such as 12V 30A. This indicated that the relay is a 12 volt relay good for 30 amps.

All relays will have at least 4 pins, two for the coil, one for the common and one for the “normally open” contact. Some relays have a fifth contact which is a “normally closed” contact. When current is passed through the coil, turning the relay “on”, the magnetic field generated moves the common contact. This connects the common to the “normally open” contact and disconnects the common from the “normally closed” circuit.

If a relay fails you can replace it with one that can handle as least as much current, but not one that is rated at less current. For instance you could replace a 30 amp relay with one that is rated at 40 amps, but not 20 amps. Also a five pin relay can be used in place of a four pin relay but not the other way around.

The relays are pretty rugged and rarely fail. If they do it is usually due to a loose contact causing over heating or a short which can burn the relay contacts. The relay can generally be opened and the contacts cleaned with a piece of Emory paper but since the relays only cost a few dollars it is generally easier and quicker to just replace it.

And now for a test question. Why should you worry about relays if you have an Alfa from the 1970s or earlier? All of the current for the lights pass through the light switch on the steering column. After a while the contacts get dirty, over heat and then fail. Repairing or replacing the light switch can be expensive but adding a few relays to handle the load of the lights will let the switch last much longer. Also on the Spica injected Alfas the starter solenoid and the cold start solenoid are powered through the ignition switch and due to the heavy current draw can cause premature ignition switch failure. A relay can help there also. That’s a subject for a future column.

One word of warning, not all relays are the same. There are some special relays that can only be replaced with the same type. Generally they are identified by special color, markings and/or pins.

| <u>Contact Number</u> | <u>Description</u> | <u>Notes</u> |
|-----------------------|-------------------------|-----------------------------------|
| 85 | Coil | Ground end of coil |
| 86 | Coil | 12 volt end of coil |
| 30 | Common | 12 volts from battery or fuse box |
| 87 | Normally open contact | 12 volts when relay “on” |
| 87a | Normally closed contact | 12 volts when relay “off” |

Note: For most relays contacts 85 and 86 can be swapped and the relay will still work.

November Meeting, Election, & White Turkey Sale -- Dirk Stoehr's

Photos by Phyllis Gaylard



A nice line-up of racing Alfas.



Ready to go racing!



Lots of conversation about cars.



A funky hot-rod.



A collection of nice Fiat Abarths.



A very large collection of domestics and Alfas.



Charlie Schwartz offers a pan guard for bid.



Fred Firschein considers bidding.

Holiday Party

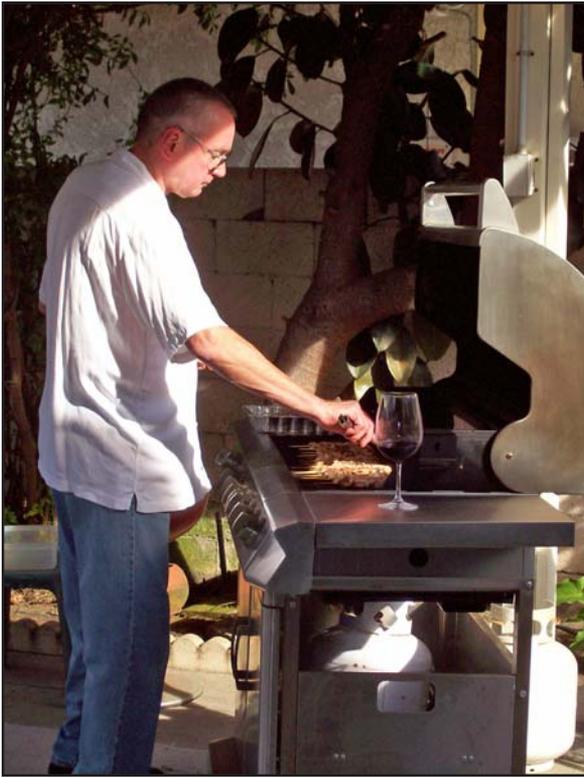
Photos by MJ & Sheila Kutkus and Phyllis Gaylard



A cheerful group waits patiently for lunch.



Another cheerful group -- wine helped.



MJ mans the grill.



It was a fine repast --not a lot left for the Sunday board meeting!



Diners gathered outside in the lovely warm weather ...



and inside as well.



Wine tasting provided a wide variety of wines.



Wine tasting aftermath.

Norm and Paul Go LeMons Racing

“We’re Hooked on LeMons”

by Paul Blankenship

“Endurance racing for \$500 cars. It’s not just an oxymoron; it’s a breeding ground for morons.” <http://www.24hoursoflemons.com/>

Last Fall Norm got involved with a “virgin” LeMons racing team “*The Old and the Wreckless*” hoping to compete in a 14 hour race with a \$250, 1991 Ford Mustang LX, automatic. Two weeks before the 24 Hr of Lemons Race at Buttonwillow, CA. one driver dropped out and I got to fill in. Three of the team had never driven on a racetrack before but Norm and I have over 30 years of track experience between us so that more than qualified the group as a “bonefied race car driving team”.

Outside of the required safety equipment (proper roll cage, seat and 5 point harness) and better brakes the only race prep was to replace a drive belt and change the oil. Oh and an alignment using a Stanley Tape Measure

By the time I got involved with the team the car had been gutted, new, bigger front brakes and a nice exhaust installed. Some of the roll cage was installed but the guy doing the work decided to disappear. So 6 days before the race we found, with the help of Santo’s Italian Cars, a shop in Northridge who corrected some early mistakes and finished the job.

5 days before the race we started to install the 5 point belts and found the

new cage covered the bolt holes we wanted to use. We then found out that the new alternator did not charge the battery. Lots of looking at wiring diagrams did not help so we planned to bring an extra battery and a battery charger.

3 days before the race we convinced Gene Brown that he really was a journeyman-level welder (he had accumulated over 2 hours of experience before he arrived to help us) and he welded in some seat belt attachments. We still could not figure out the alternator problem. We, the team, spent time making up some sort of strategy as to how we would race the car for about 7 hrs a day for 2 days: How much fuel would we need (the car had never been driven more than 200 yds!) and where would we get the fuel. And most important of all, who would start the race since there were over 170 cars entered.

1 day before the race, Friday Dec 3 the car and team assembled at Buttonwillow Raceway where the car was presented for tech; it passed with the help of a “donation” of a bottle of tequila to the LeMons Tech Team.

How can I describe a LeMons event? It is sort of like the Pasadena Doo Dah Parade held at about 100 mph. There were cars, all of a \$500 value, decorated in ways that had to be seen to be believed. I will describe some:

- Suede covered Ford Crown Vic attached to the roof with a horse

Alfa Romeo Owners of Southern California



and rider

- Honda Civic decorated like the Star Ship Enterprise
- Not sure what model of car but it was decorated like Back to the Future
- BMW 5 series with sheet metal added to look sort of like a '70s NASCAR Dodge Superbird with BIG rear wing and a sloped front nose.



We 5 drivers ran that #42 car for over 6 hours over Saturday and Sunday, completing 336 miles before the transmission and rear wheel bearings and ever lowering oil pressure voted we not complete the event.

We finished 132 out of 162 cars that answered the green flag. That is right, 162 cars started the race!! We didn't do too badly for a car that last summer sat abandoned in a field. Also, in a moment of weakness and / or absolute stupidity, a2z Racer Gear

and Autobooks-Aerobooks put sponsor logos on the car.

Now that the Mustang has survived its first race we will check out the low oil pressure, figure out why the trans only likes overdrive and replace 2 worn rear wheel bearings before the next LeMons race in April. Or can/did we get it fixed in time for the January AROSC Time Trial ??

Thanks to our sponsors:

- * **Autobooks-Aerobooks**, Burbank – Official “Oldest and Largest Automotive Bookstore in the US”.
- * **a2z Racer Gear** - Official Suede Driving Shoe
- * **Stanley** - the Official Alignment Tool
- * **Marlo's Alignment**, Chatsworth – Official Alignment Advise Giver
- * **Gene Brown** (AROSC) – Official Last Minute Welder

Drivers:

- Bob Thomas
- Mark Luni
- Mike Kerr
- Norman Silverman
- Paul Blankenship

Chief Mechanic and Pit Boss:

- Bill Solomon



February Meeting: Autobooks

Saturday, February 19, 2011

VIVA ITALIA! ALFA ROMEOS RETURN TO AUTOBOOKS

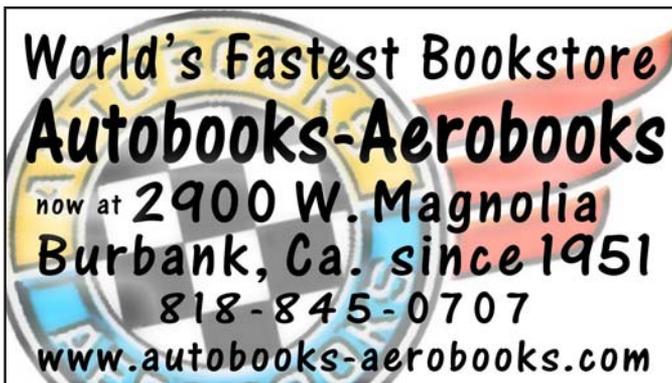
AROSC pays their annual visit to Autobooks on Saturday February 19. Come and browse the auto enthusiast's best bookstore!

Our February meeting will be held at the Autobooks store in Burbank. Guess what the specialty of the house is? There may be some special treats, and we can greet Tina Van Curen and maybe Jay Leno!

Pre-meeting browse & meeting: Arrive at Autobooks-Aerobooks Burbank early Saturday morning. Traffic will be light. The closer to 8:00 people can get there, the better the parking situation. We should all plan to arrive no later than 10:00 AM to have time to browse and bench race before the 11:00 AM meeting.

Note New location:

From the south, take the 405 north to the 101. Go east on the 101 (marked as south on signs). Where the 134 splits off, stay to the left and take the 134 to Buena Vista Avenue. Go North 1.3 miles to Magnolia and turn left 4 blocks to Autobooks at Catalina. From the South-east, take the I-5 to the 134, and proceed as above. Parking, (hopefully) in the rear. Coffee and doughnuts are part of the picture.



AROSC Annual Meeting Awards Banquet 1.30.11

*Don't Miss this Great Event-with-a-View
2010 Wrap-up and 2011 Kick-Off*

Sunday - January 30, 2011; Noon – 4:00 pm



Seating for 100

179 N. Harbor Dr., Redondo Beach, Ca. 90277 (310) 374-7525
(Located in the Redondo Beach Marina)

"And the Winners Are" -

- Year End Trophies - Track Events and Concours
- Charlie Cup
- Lifetime Achievement Award

Raffle
Prizes

Special Guest Speaker
- Alan Ward

Fine Italian Buffet

Tortellini Bolognese, Shrimp Pasta,
Chicken Picatta, Vegetable Lasagna,
Antipasto, Green Salad, Breads,
Soda, Iced Tea, Lemonade,
--- and Dessert!!

\$25 including tax and tip
Full cash bar available

Join us for a wonderful afternoon.
Bring family & friends!

Coming from the 405 freeway:

Exit at Inglewood Blvd, go south 2 miles. Make a right at 190th, west 2 miles.
Left at Harbor Dr, south 1/2 mile. Make a right into the Redondo Beach Marina
Entrance parking lot (1/2 block before end of street). Make a left after the ticket
booth down to the end of the parking lot. (Validated Parking)

Please RSVP to Sheila by Monday, January 24th
sheila.k@verizon.net or (310) 542-3448

2011 Desert Classic will be AROSC Concours #1! Feb. 26-27 in La Quinta

Featured Fun: Lunch Chez Schwartz and Wine- Down Dinner Chez McHattie

Start 2011 off right by joining our Alfa Romeo amalgamation at the fourth annual Desert Classic Concours d'Elegance on February 26-27 in the lovely low-desert retreat of La Quinta. The concours will be the first major car event of the year to celebrate the 100th anniversary of the Indy 500, and several very special Indy racers many of us have seen at the Bothwell Collection will be part of the unique field on view.

This year, the pilgrimage to the Palm Springs area is an official Chapter event, and our first concours of 2011. Incoming Concours Chair Fred Firschein has a new take on how we'll conduct our clean-car competitions and encourages all members to participate in this year's three-show program.

The Desert Classic event is returning to its luxe layout on the green at La Quinta Resort and Spa and there will again be a marque corral for Alfa Romeo. Registration is \$40 (one car, two persons) and the deadline is

February 1. An entry form is included in this issue of *Alfacionada*, or go to www.desertconcours.com and register online. You must be in the corral on the green to be part of the club concours, for which there is a nominal entry charge.

The weekend will begin with Saturday's drive to Joshua Tree for lunch at Charlie and Bonnie Schwartz' desert hideaway. Bring your own favorite munchies; Bonnie will provide sodas, waters and setups.

Afterward, we will make the dash to Palm Desert, where there is a block of 15 rooms set aside for us at \$109 in the pet-friendly Best Western Palm Desert — just 10 minutes from the our dinner party site and concours headquarters. Reserve before February 1 to lock in the reduced rate.

The fun continues at dinner where Doug and Joyce McHattie will host us at their awesome adobe in La Quinta proper.

Prepare for a fabulous wine-down and to be wowed by the now-traditional Dougburgers!

Sunday's festivities will begin at about 8 a.m. at the La Quinta Resort. Awards are scheduled to be presented after the lunch break (in the vicinity of 2 p.m.).

For more information and to RSVP, contact Jim & Elyse Barrett at eddinab@mindspring.com and/or call 714.964.9530 (home). We will be asking you to RSVP additionally for the Saturday portions of the event — Bonnie and Joyce will appreciate a headcount to ensure

everyone's comfort and contentment.

The Club Corral Entry Form is adjacent in this issue of *Alfacionada*. Entry deadline is February 1. Print and mail, or register online. Also, please visit the event Web site, www.desertconcours.com regularly for ongoing news and developments.

To book your room at the Best Western Palm Desert, call 760.340.4441 before February 1, and be sure to say you're with the Alfa Romeo Club to secure the promised \$109 rate.



The 2010 Desert Classic



The Desert Classic

CONCOURS D'ELEGANCE

ENTRY FORM: CAR CLUB CORRAL

Owner Information

First Name _____ Last Name _____ Car Club _____

Telephone _____ Cell Phone _____ Email _____

Mailing Address _____

City _____ State _____ Zip Code _____

Vehicle Information

Make _____ Model/Series _____

Year _____ Color _____ Body Style _____

To calculate the total Amount Due:

- **The Tour:** Car & Driver Fee - \$75 (includes Cont. Breakfast & Lunch) \$ _____
- **The Tour:** ___ Passenger(s) x \$50/each (includes Cont. Breakfast & Lunch) \$ _____
- **Car Club Corral:** (\$40 per car, includes admittance for two people): \$ _____
- ___ Additional **Concours Admittance Tickets:** (# tickets x \$25/each in advance) \$ _____
- **Total Amount Due:** Include check made payable to Desert Classic Concours \$ _____

Release of Liability

The undersigned hereby releases the Desert Classic Concours d'Elegance, La Quinta Resort and Club, The City of La Quinta, its volunteers, committee, staff, sponsors, employees, ownership and all other participants, from any and all loss, liability or damage caused to the undersigned, passengers or their personal property, including claims of negligence, arising from said events to be held February 25 – February 27, 2011. The undersigned further agrees to carry full insurance coverage for all registered automobiles in the event(s) and to give permission to the Desert Classic Concours d'Elegance and the La Quinta Resort and Club for use of any and all photographs or other images taken during said events without restriction or compensation.

I have read the above and accept the terms and conditions.

Owner's Signature _____ Date _____

Please submit the completed entry form and payment prior to February 1, 2011. All entries will be reviewed by the Car Club Corral Committee prior to acceptance of entry.

Desert Classic Concours d'Elegance, Attn: Car Club Corral Committee

78-365 Hwy 111, #258 • La Quinta, CA • 92253

www.DesertConcours.com

info@DesertConcours.com

Concours Notes

Greetings concours participants to a New Year. Your board has scheduled 3 events for this year's calendar. The first one is earlier than usual so don't even think of putting the car away for the winter. After all we are in Southern California and every weekend is great.

Sunday, February 27, is the first date at The Desert Classic Concours in La Quinta. We, as a club, will have a club corral on the Green of a spectacular golf course. You can drive up for the day and enjoy all the wonderful cars there on display or make a weekend of it. Details for the event will be elsewhere in the Alfacionada (preceeding pages).

The second concours will be on June 5th in Huntington Beach, followed by The Best of France and Italy in Woodley Park on November 6, 2011. Details of coming events will be published in the Alfacionada as we get closer to the events.

For the New Year we are going to have a change in the judging. Be prepared to get up close and personal with the cars and their owners. If you enter a car, you will be chosen to be a judge. You will not get to judge your own car and you will not be on your own. It is a great opportunity to see how others prepare their cars and to view all the wonderful details that make up an Alfa. If you serve as a judge you will not be asked to serve in the next event. As an added bonus if you are selected to be a judge your entrance fee will be waived.

Hope to see you all and the wonderful cars that you bring for all to see.

Fred Firschein—Concours Chair Fred,



Last year's corral on the green at La Quinta.

Time Trial & Race -- November 20-21

Soaked at Buttonwillow --

By Mike McKibbin

At the AROSC driving school early this year, it rained. I admitted at that time that while I didn't mind the rain at the school (or at a parking lot Time Trial such as Fontana; I actually enjoyed it a bit at these events) I thought the folks that got excited about rain on a big track during a race event were quite frankly psychos. Truth be told, other than the aforementioned Fontana event, I have never run a competitive event in the rain; never really wanted to do it, actually. This weekend confirmed why.

Our club's final competitive event of the year was a mixer hosted by Nor Cal at Buttonwillow and for a week prior to the event, weather people were united in predicting that the weekend would also host the first big storm of the year. It arrived Saturday in earnest. During the flag demonstration at the driver's meeting, we were told the striped debris flag would only be shown once for substance on the track and the first official wave of it was right then as the track was soaked.

I drove Big Dog in the open time trial session Saturday and had a log of excuses: Big Dog's not a rain car; lousy hard compound and well used street tires, etc. but the fact is I didn't shine in the rain. For the most part, I kept it on the asphalt (with 3

notable exceptions) but my lap times were dismal and Big Dog's lack of windshield wipers with resulting impossible visibility didn't help (Rain X wasn't working for us; at least on the outside; I did learn that a potato works great in preventing fog on the inside, however).

Rob did better with Big Dog, as did brother Mitch in the Mustang Cobra (in race group for Saturday). In fact with a big heavy car, Mitch actually shined and there were some truly brilliant performances given the wet conditions.

Our joint weekends with Nor Cal (and with TCRA before) have resulted in some interesting modifications to the AROSC competition model. Nor Cal essentially runs 2 events a weekend (a Saturday and Sunday event). AROSC does not, but the idea of 2 races a day is popular, so the Saturday races for us (with Nor Cal and more recently in our own events) are "fun" or "practice" races and this is where the folks who could drive in the wet showed their stuff: Terry Major (on slicks yet), Dennis Fibrow, Bruce Colby and Chris Mayring by way of example (Chris was positively brilliant).

Some of us had real trouble and I'd like to say car set-up had a lot to do with it. The fact that I had high class company for my misery with guys

like Matt & Bob Poulin and Claus Groth, gave me a little comfort.

Sunday was cold and almost dry, but the track remained damp, cold and slippery and you did not want to go off. One of the Nor Cal guys in a Camaro SS did at the bus-stop and it took a bunch of guys with shovels to dig him out. This stuff was not just mud, it was clay. A hose with a nozzle couldn't get the stuff off – you had to scrape it off the insides of the wheels and brakes.

Did we mention Terry Major's car is back in one piece? Finished just days before the event, it ran like a top until it developed a terrible exhaust leak with no available spare part. Club racing improvisation resulted in a semi-fix using an empty tin can. One would have thought the appropriate can would have been an empty Heineken, but no it was an empty receptacle from the previous night's pork and beans.

Mitch and I switched cars and groups. Another innovation is the "red" or "open" time trial group which I ran Saturday and Mitch ran Sunday. It's an open passing group and favored by the participants in it. This will probably be a permanent fixture at future AROSC events.

In our event, Mitch used his Sunday sessions to break in some tires for Big

Dog and ran only one session in earnest. I remember listening to some friends record an album in a music studio once, and one of the numbers featured a prominent saxophone background solo. The sax player walked in off the street and in five minutes played through his part without stopping, pronounced it good, then left – he wasn't there for more than 20 minutes. We called him One Take Jake. So, Mitch runs one session and scores fastest time trial time of the day. One Take Jake.

The drier track meant I didn't look so bad in the race group, except both Bruce Colby and I made terrible mistakes on the fuel we thought we had. For seven laps, Chris Mayring and I had an old fashioned shootout: his slot car against my drag racer. It was wild fun until my motor signaled fuel starvation coming out of the esses (not a good place for the engine to cough violently). And at that point it was a fuel economy run to the finish (running out completely at the checkered, as did Bruce who finished right behind me).

Poor Bob Poulin: his engine erupted as he contended with Claus for the lead, which allowed Claus an uncontested runaway.

I prefer dry tracks, but even with soaked ones, the worst day racing is still better than the best day working. Until next year.

Buttonwillow Results – November 2010

Time Trial Results:

| <u>Pos</u> | <u>Class</u> | <u>Name</u> | <u>Car</u> | <u>Best Time</u> |
|------------|--------------|-----------------|-------------------|------------------|
| 1 | D | Andy Steben | Alfa GTV | 2:23.532 |
| 1 | E | Andrew Watry | Alfa Giulia Super | 2:32.794 |
| 1 | M | Mitch McKibbin | Mustang | 2:07.723 |
| 2 | M | Pierre Turbet-D | RX-7 | 2:25.539 |
| 1 | N | Gil Rios | Porsche | 2:27.247 |
| 1 | O | Bruce Colby | BMW | 2:09.879 |
| 1 | P | M. J. Kutkus | Mercedes Benz | 2:33.531 |
| 2 | P | Andrea McKibbin | Toyota MR2 | 2:49.582 |

Race Results:

| <u>Pos</u> | <u>Class</u> | <u>Name</u> | <u>Car</u> | <u>Best Time</u> |
|------------|--------------|---------------|------------------|------------------|
| 1 | L | Claus Groth | Porsche | 2:01.733 |
| 2 | M | Rob Rhodes | Mustang | 2:11.275 |
| 3 | P | Chris Mayring | Miata | 2:10.154 |
| 4 | M | Mike McKibbin | Mustang | 2:12.783 |
| 5 | O | Bruce Colby | BMW | 2:13.279 |
| 6 | P | Dennis Fibrow | Toyota MR2 | 2:14.608 |
| 7 | O | Terry Watson | Mazda RX7 | 2:17.151 |
| 8 | P | Terry Major | Toyota MR2 | 2:16.236 |
| 9 | N | Don Wagner | Mustang | 2:23.855 |
| 10* | C | Jim Caver | Alfa GTV | 2:24.419 |
| 11 | P | Beverly Major | Toyota MR2 | 2:24.408 |
| 12 | P | Rich Mathias | Toyota Celica GT | 2:24.526 |
| 13 | L | Bob Poulin | BMW | DNF |
| 14 | P | Phil Guiral | Miata | DNF |
| 15 | N | Gil Rios | Porsche | DNF |

* Alfa Cup Winner



A soggy pregrid Saturday morning



Splashing down the front straight in the rain Saturday



The McKibbin Mustangs and Claus Groth tip-toe through the wet.



Brightening skies over the Saturday afternoon race



Claus Groth's Porsche with a big wing



Sun and smiles at the end of Saturday!



A tent seemed a good idea Saturday, but Sunday morning brought a mess



A LeMons racer came out for practice



A topless Porsche on Sunday -- fair weather only?



M J Kutkus (Mercedes Barabus) duels with Andy Steben (Alfa GTV)



Paddock activity on Sunday in the dry!



Andrea McKibbin duels with Phil Guiral (Miata)



Dennis Fibrow works alone in the tower



Looks like "it dun blowed up"



Sunday driver's meeting was held indoors



Who won??

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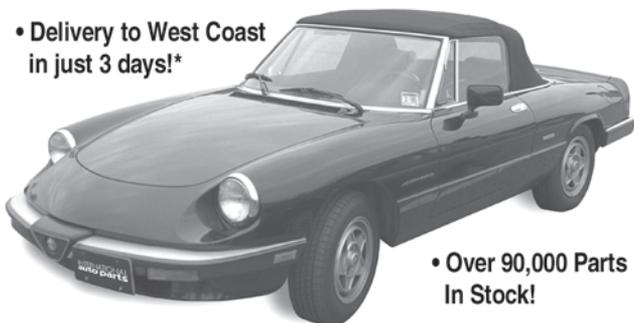
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| January | February | March | April |
|---------------------------------------|---|---------------------------------|---|
| 22-23 DE, TT & Race Willow Springs | 19 Autobooks/Gen Mtg/ lunch TBDI | 26 Chili Cook-Off & Gen Mtg. | 9-10 Spring Driving Tour |
| 30 Annual Meeting & Awards Banquet | 26-27 Desert Classic & club Concours/ Lunch@ Schwartz, Dinner @ McHatties | | 16-17 Driving School Streets of Willow |
| | | | 30 Petersen Museum & Gen Mtg. |