

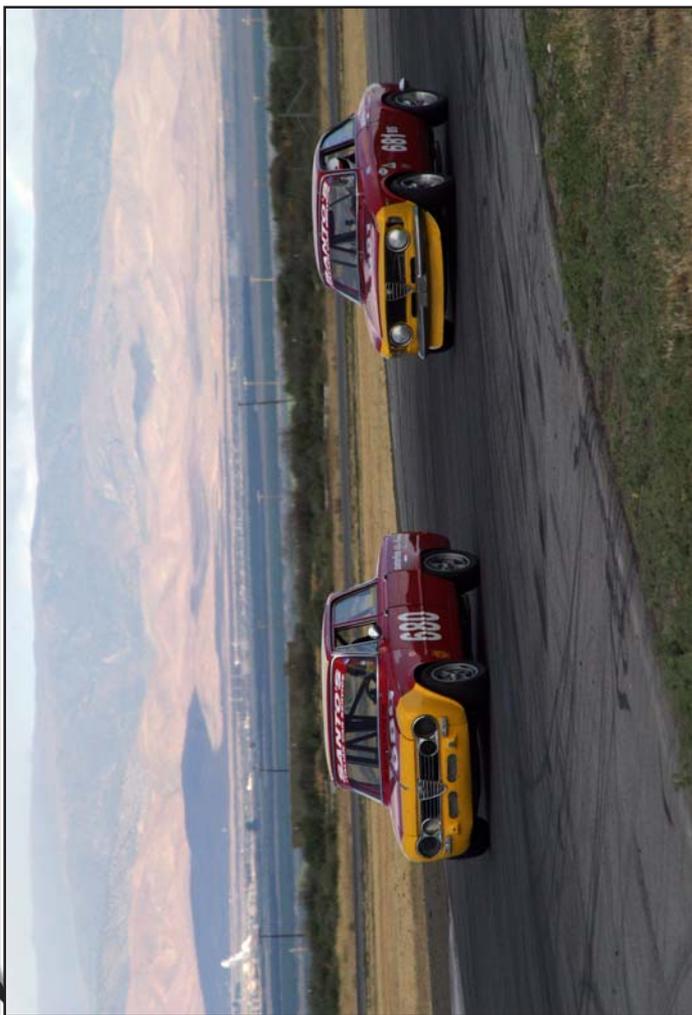
Newsletter of the

Alfa Romeo

OWNERS OF SOUTHERN CALIFORNIA



Afficionada



June 2011

**In This Issue: Buttonwillow
Time Trial & Enduro, up-
coming 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.arosc.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: Fabrizio Rimicci leads brother Anthony Rimicci on the track -- they were the fast Alfas of the weekend. Photo by Mike McKibbin.

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***

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

See info on page 21.

July 2 – Alfapalooza, Gladstone’s Long Beach

See info on page 22-23.

July 15-17– Wine Tour -- Rescheduled due to conflict

See page 24 for details on room reservations and tour locale.

DON'T MISS:

***June 25 -- General Meeting and tour at
Shin Yoshikawa’s***

July 2 -- Alfapalooza, Long Beach

***July 31 -- Summer Party, Huntington
Beach***

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

See info on page 20.

August 6 – Braille Rallye and lunch

See contact info and sign-up forms on page 25-27.

August 18-21 – Monterey Historics Weekend

See info and sign-up forms on pages 16-19.

August 27 – General Meeting TBD

September 10 -- Go Kart Event

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

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

October 15 -- Vosta Steam Event & Dinner at Hertings, Fallbrook

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 --

Alfa Romeo day at Cars & Coffee turned out great as usual. I didn't count the number of Alfas, but somebody said there were 60 something. I don't believe we set a new attendance record as there was room for a few more cars in the aisles. After checking out the Alfas as well as the other cars, we formed up for the private car collection tour and moseyed down the road a mile or two where we tightened up the ranks and proceeded on to the collection.

I pulled rank and brought my son, Owen, along as a guest. The collection was a little heavy on Porsches for an Alfa enthusiast, but contained some very nice cars including a Giulietta Sprint Zagato and a 2600 Sprint Zagato. I particularly enjoyed checking out a pair of 1952 Ferraris, one stock street car and one race car, parked side-by-side. When Derrick started up the race car, it coughed & spit back violently through the Webers for a couple of minutes before smoothing out nicely. Can't help but wonder how much cam it has. More than my Veloce I'll bet. My son paid a high compliment to the collection by noting that, if he had the money, he would want quite a number of the very same cars. Our thanks to the collector

who does not wish to be mentioned by name.

We adjourned to the Clines where Jan worked her usual culinary magic. Chris went direct to the Clines to give Jan a hand, but I suspect little help was needed. It was nice to see nearly new members, Eric and Margaret, again and Chris & I lunched with brand new members, Harry and Laura. We had a short meeting after lunch and I failed to introduce them, but our former (more like current) Social Director, Sheila Kutkus, rose to the occasion and gave me a nudge.

June marks a big transition for the AROSC. It's the first month where we are emailing the Alfacionada to the majority of our members in lieu of a paper copy. I find it is best to View the electronic version in Two-Up format which mimics how we read the paper copy. Note that the emailed copy does not display the email addresses or names of the recipients to better protect your privacy. Internet security is something we all worry about and you may see more safeguards as we move forward. The Board has worked diligently to iron out all of the distribution details, but I

suppose there will be a few growing pains. If you have been meaning to opt for the paper copy and haven't, please contact Elyse Barrett.

Our next event, the Huntington Beach Concours, is one week away as I write this. Hopefully, our Sprint, which was spiffed up for Cars & Coffee, will only need a few minor tweaks. It is getting a new fuel tank sending unit and new air hoses to the heating and ventilation systems. Our Tech. Director, Gene Brown, who judged my car last year, might even notice that an unsightly area around one of the rear jack points has been repaired.

Chris & I have a family commitment and will not be at Shin Yoshikawa's on the 25th. This is the first time Shin has extended us an invite and seeing his Alfas and shop should be a real treat. Shin is the artist that does all those wonderful cutaway drawings as well as an accomplished sheet

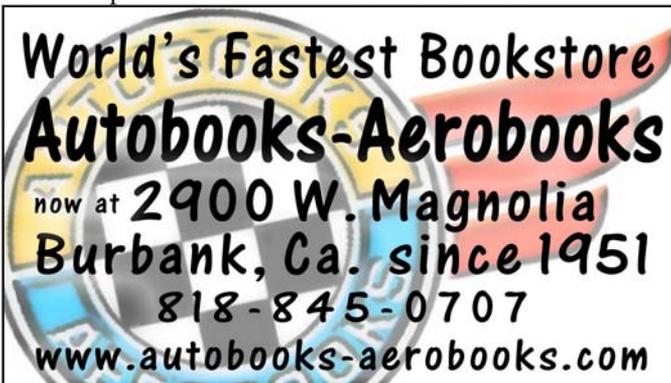
metal bender who builds one-off models. Look elsewhere in this issue for more details.

We will be at Alfapalooza at Gladstones on July 2nd. The Barretts started this event 2 years ago and it has grown ever since. Time to spiff up the Sprint one more time. Also, time to make sure the parking brake is fully functional since we will be parking on a dock. This really is the car show season and the time of year when the Sprint gets all of the attention i/o collecting dust.

The Wine Tour is 2 weeks later, and at least for us winos, is one of the high points of the year. Good roads. Good scenery. Good food. Good wine. What's not to like?

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

Mike & Chris



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Tech: Taking a Stand

by *Gene Brown*

If you do much mechanical work on older automobiles sooner or later you will probably be attempting an engine rebuild. Once you remove the engine you need someplace to disassemble it. You can throw it on top of your work bench but the 400 – 600 pound weight might be too much for it, plus flipping it over to get to all the different sides will be a little difficult. The answer is to get an engine stand. The common engine stand runs anywhere from \$50 to \$200 and can be used with most engines. It consists of a base with a vertical post that holds the engine mounting plate. The mounting plate connects to the rear of the engine block and allows you to rotate the engine to get to the top, bottom or sides of the engine.

The problem I have with these types of engine stands is that the engine is cantilevered off of the bell housing mounts. There are a few problems with this type of mounting. First you have no access to the clutch/flywheel area and second all of the weight of the engine is being borne by the bell housing mounting ears on the back of the block. And third of all, that is a lot of weight hanging there in space.

For the standard cast iron engine the bell housing mounting points are plenty strong but on our aluminum Alfa engines the mounts are using 8 mm bolts/studs. The designers of the automobile engines, be they Ford

302's or Alfa 2 liters did not plan on hanging the engine from the rear, instead they cast in motor mount bosses, usually about the middle of the block, to hold the engine. The factory engine stands I have seen always use the motor mounts for holding the engine.

People have adapted the common engine stand to mount to one of the motor mount locations by fabricating an adapter, and since the engine is held by the side you have full access to the clutch/flywheel area. However you still have the engine cantilevered out in space. I just get nervous with that much weight hanging there.

Some people have taken things a step further and modified two engine stands so that they can support the engine by the motor mounts on both sides. This is by far the best solution. You still have access to both the front and back of the engine and it is now supported on both sides so there are no large stresses on the block.

I made a stand such as this when I did the rebuild on my 2 liter spider engine and it worked just fine. When I used the same stand on my Montreal V8 I discovered an additional problem. The motor mounts are not necessarily at the center of gravity of the engine, and even if they were when you add/remove parts the center of gravity shifts. The Montreal engine was about 100 pounds nose heavy and it took two people to rotate the engine, one to

keep the engine from dropping too fast or to lift the engine into position and the other to put the locking pin into the rotator.

So for my next rebuild, a Datsun 240Z engine, I decided I had to have a better solution. I needed a way of offsetting the pivot/motor mount connection to line the pivot point up with the center of gravity and to also have it adjustable so that I can adjust the offset to allow for changes in the engine due to adding/removing parts.

So after a year and a half of thinking, designing, fabricating, re-designing and re-fabricating and so on, I have come up with what I call the "Ultimate Home Engine Stand". I have screw thread adjusters so that I can move the engine both back and forward and up and down. It has a large enough base to be stable even with a straight eight engine and it can be broken down so that I can store the entire thing on a shelf. The end result is that I can adjust the engine so that I can rotate it with one hand regardless of

the weight of the engine. And after using the stand to disassemble the 240Z engine I can state that it works just great.

And I did it all myself. I used SolidWorks to design all the parts and used a friend's machine shop to fabricate the parts. I welded the frame with my MIG welder and even powder coated the smaller parts in my garage. Since I had never used a mill or a lathe before and have very little welding experience we will not get into the large quantity of scrap parts I created. Altogether I have about \$800 (not counting the scrap) in material and I don't even want to think about the number of hours I put in. Is it overkill? Probably, but it was fun doing it and that's the whole point isn't it? I mean if we were all concerned with the cost/benefit tradeoffs then we wouldn't be driving Alfas, would we?

My kids say I should patent this design and sell them. Maybe, is anyone interested in buying a \$10,000 engine stand?



Common Engine Stand



Ultimate Engine Stand

Alfas in Africa

Paula and I just returned from a two week trip to Liberia, West Africa, attending the dedication of the new translation of the Bible into a West African tribal language. This was the completion of a project that my sister Nancy started work on as a missionary nearly forty years ago. Nancy and her team of Liberian translators had finished the New Testament by 2001 when she died in an auto accident in Liberia. The Liberian team members picked up the project and have now completed the translation and printing of the entire Bible some ten years later. The Klao language Bible will allow these people to hear and read the scriptures in their native tongue.

While there we were able to travel inland some 120 miles to the Ganta United Methodist Hospital that was established by missionaries in 1926, long before there were any roads into the interior. On our way out of the capital city, Monrovia, we saw AN

ALFA, a model 156 sedan with a a “For Sale” sign in the window. To the best of my knowledge, Alfa has no presence in Liberia and I have no idea where they might have to go for parts. Most of the cars, SUVs, and small trucks we saw were either Toyotas or Nissans.

Can you imagine a city of nearly a million people with no traffic lights? The electric power is so unreliable that they would do no good. The weather was hot and humid and uncomfortable. Temperatures were between 85 and 90 most of the time with humidity at 95 to 100 percent. Fans helped unless the electricity went off which it did regularly. The people we met were warm and friendly and made us feel welcome. It turned out to be a most rewarding trip but after a flight time of 19 hours, we were glad to be home.

Jim and Paula Lightfoot

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An Alfa 156 seen on the road leaving Monrovia, Liberia.



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Cars & Coffee + Brunch!

Photos by M.J. Kutkus



Chuck & Jan Cline display the bounty that was brunch -- Yummy!



An attentive group -- Mike must have been conducting the meeting.



Chris & Mike Riehle flank new members Harry & Laura White, with Margaret & Jeff Srinivasian (seated).



The Cline's back yard makes a lovely site for a brunch.

**ATTENTION MEMBERS
YOUR
NEWSLETTER
IS GOING DIGITAL !**

With the April 2011 issue, *Alfacionada* will be circulated via email to all members for whom we have an email address.

If you do not get the e-version, please contact the Club with a correct and working email, so we can update our mailing list.

This convenient e-version of *Alfacionada* lets you see yourself and your friends in full-color photography, gives you the ability to store all editions efficiently on your computer, and share copies with other car pals and fellow Alfisti, world-wide

We want you to get your news in the most timely manner, be a little greener, and leave a few bucks in your Club's treasury for more fun -- and this is the best way to do it.

If you cannot receive *Alfacionada* through email, or must receive a printed copy for whatever reason, you must contact Communications Committee Chair Elyse Barrett at eddinab@mindspring.com or by telephoning 714.964.9530.

Monterey Historics 1985 -- Alfa's Year

From Alan Ward's Archive.



The parade of Alfas was very long!



Neat old Alfa racers were sent over from the Factory.



A large contingent of GT-Zs in the paddock.

Monterey Weekend is Coming!

August 19-21

The “Rolex Monterey Motorsports Reunion” race (otherwise known as the Historics) is coming up in August as well as Concorso Italiano, great Alfa dinners and parties, and a fine weekend of car-related activities, in one of the prettiest places on earth Don’t miss it!

If you can get there on Thursday, don’t miss the Pebble Beach Tour cars on Ocean Avenue at noon. Many of the Pebble Beach Concours cars participate in this, a 70-mile tour of the Carmel/Monterey area which pauses on Ocean Avenue in Carmel for lunch from about 12 to 2:30PM. Spectators are free at that time to wander among the 100 or so cars that are parking in a four lane, four-block area and it is FREE! Google “Pebble Beach Tour d’Elegance” for more information. Spectator parking is difficult so get there early.

Concorso Italiano is Friday’s Event, once again at Laguna Seca Golf ranch on Rt. 68. This is always fun for the Alfa crowd: sign your car up at www.concorso.com sooner rather than later as the price goes up the longer you wait. As an added incentive for you to attend; ARA is again organizing an after-Concorso dinner at Balesteri’s Restaurant on site at the golf course. If you elected to do this dinner last year, you know how nice it was and will be again this year. Have a modestly priced buffet dinner for \$40 a person (including tax and tip) and no-host drinks. Please plan to join us at this nice event, beginning at 5:00 PM thru 10:00PM, to avoid traffic and hassles upon departing Concorso while enjoying a nice dinner at the same time.

Delta Sierra AROC is once again blocking out 40 rooms at the laurel Inn in Salinas for the Alfa clubs, at the same rates as last year. As always, room choices for the Laurel Inn, if desired, are included on the order blank accompanying this article, but must be submitted separately to James Treadwell of Delta Sierra, not to John Maclay who is handling Concorso dinner, race ticket and corral pass orders.

As for race tickets and Alfa corral passes, there are a few changes again this year. As you can see from the accompanying order blank,

Alfa Romeo Owners of Southern California

admission tickets for the races are \$15 higher across the board in all categories compared to last year, and corral passes are again \$10 each for the three-day pass, BUT included with your corral pass are an official Program (worth \$10 by itself), and official event poster (\$20) and an Event Dash Plaque (not otherwise available). So this somewhat softens the increase in ticket prices and still makes the corral pass attractive. However, these bonus items will not be available until Race Week and you will have to pick them up on Saturday when you park your car in the corral. Also please note that requests for corral passes AFTER the Friday, July 1 cut-off date will NOT BE ACCOMMODATED as they must be ordered with the race tickets.

Once again, West and Maggie Clark will host their traditional wine-tasting party at their new house in Pebble Beach on Saturday, August 20 from 3:00 to 6:00PM. Their address is 1044 Majella Road, Pebble Beach, phone (831) 644-0661. This is always a great party and we thank the Clarks for their hospitality. As always, RSVPs are appreciated but not required.

DO NOT MISS THE DEADLINE OF **RECEIVED BY FRIDAY, JULY 1** FOR GETTING YOUR RACE TICKET AND CORRAL PASS ORDERS TO JOHN MACLAY. You may purchase Concorso Dinner tickets without going to Concorso or to the races, but you must still include the stamped self-addressed envelope (SASE). Late Concorso dinner orders will also be accepted after July 1st but earlier is better.

SEE ORDER FORMS ON PAGES 18-19

Please join us for another fabulous evening on Thursday, August 18 at the Loose Noodle Pasta House in Monterey at 7:30PM. Choice of several entrees for the same price as years before. \$25.00 includes a 4-course dinner and beverage. Wine and beer will be available for purchase. Please RSVP to Evelyn Silverman at Normanbev@msn.com by August 13.

Loose Noodle Pasta House
538 Lighthouse Avenue
Monterey, CA 93940

AUGUST 19-21, 2011: "HISTORIC" RACE WEEKEND AT LAGUNA SECA RACEWAY

Please enter Concorso Italiano vehicles directly at www.concorso.com or call 425-742-0632, Fax 425-742-0764

TOP HALF OF THIS PAGE FOR ADVANCE RACE/CORRAL & CONCORSO DINNER TICKETS ONLY. Your order must be IN MY HANDS NO LATER THAN FRIDAY JULY 1st in order to meet the track's deadline.

Race and Alfa Corral Ticket Prices Aug. 19-21

- 3 Days: Fri – Sun, \$130 per person:
- 2 Days: Sat & Sun, \$100 per person:
- Friday 8/19 only, \$50 per person:
- Saturday 8/20 only, \$70 per person:
- Sunday 8/21 only, \$60 per person:

No. _____	Amount (US \$) _____
No. _____	Amount (US \$) _____
No. _____	Amount (US \$) _____
No. _____	Amount (US \$) _____
No. _____	Amount (US \$) _____

Alfa Corral Pass (good for all three days, Alfas only) \$10.00 per car No. _____ Amount (US \$) _____

ARA Post-Concorso Buffet Dinner, Friday Aug. 19, 5:00 PM. Marinated chicken breast with artichokes, penne pasta, vegetables, green salad, rolls, dessert and beverages. No-host cocktails. Balesteri's Restaurant at Concorso Italiano, \$40 per person.

No. _____	Amount (US \$) _____
	<u>\$5.00</u>

HANDLING FEE PER ORDER (REQUIRED):

Total ARA Amount (include above handling fee please, DON'T FORGET THE SASE) \$ _____

NAME & ADDRESS: _____
EMAIL: _____ PHONE NUMBER: _____

Send the top part of this form with check made out to ARA to arrive by FRIDAY JULY 1 to John Maclay, 426 Blackstone Court, Walnut Creek, CA 94598-3717. YOU MUST INCLUDE a Business sized (4"x9"), #10 44-cent Stamped Self-Addressed Envelope for return of tickets. Do NOT send small envelopes. No check or no SASE, no tickets! Any questions, e-mail preferred to johnmaclay@aol.com or fax at 925-934-4762. If in dire need, call John Maclay at 925-937-2399, cell 925-997-3637.

Wine Tasting at West and Maggie Clark's, Saturday Aug 20, 1044 Majella Road, Pebble Beach Saturday, August 20, 3:00 to 6:00 PM. Complimentary. RSVPs are unnecessary but phone 831-644-0661 if lost or e-mail wmlarkjr@aol.com. Enter PB at SFB Morse gate from Rte.68 W (not the first gate off Rte. 1, go past the hospital on 68 W to Pacific Grove gate) and tell the guard you are going to the Clark party. Enter PB, take the first right turn on Congress, follow Congress until you come to Majella Rd on your left, take a left on Majella and go three blocks to 1044.

HOTEL ROOM AT LAUREL INN, SALINAS

Delta Sierra has reserved 40 rooms at the Laurel Inn at 801 W. Laurel Drive in Salinas to be shared by ARA and DSARC. Please do not contact the hotel directly. Instead, reserve your room by mailing a photocopy of this part of the page with the room info below completed along with your check made out to "Delta Sierra Alfa Romeo Club."

Address it to DSARC, Attn: James Treadwell, 4713 Lake Drive, Carmichael, CA 95608.

Prices below include tax, etc. First come, first served.

Single (1 K) Smoking Y N	Double (2 Q beds) Smoking Y N
2 nights (8/19 & 8/20) \$214.40	2 nights (8/19 & 8/20) \$247.40
3 nights (8/18 to 8/20) \$321.60	3 nights (8/18 to 8/20) \$371.10

TOTAL ROOM AMOUNT ONLY ENCLOSED: \$

NAME _____

MAIL ADDRESS _____

EMAIL ADDRESS _____

PHONE _____

**AUGUST 20th, SATURDAY NIGHT ALFA CLUB DINNER at CHATEAU JULIEN WINE ESTATE
8940 CARMEL VALLEY ROAD, CARMEL VALLEY**

This is a new venue for 2011. Our Saturday night Alfa Club dinner will be held at this beautiful winery in Carmel Valley. Details for this fabulous experience are in the works so mark your calendars and stay tuned in the coming weeks and in future Overheard Cams for reservation details. This will be a dining event you won't want to miss!

AROSC Summer Party & Meeting

It's Time! Summer is here! Let's party!

Sunday, July 31 is the date!

It's become a tradition each year to gather in Phyllis Gaylard's Huntington Beach backyard for a cool party. Come and cool off from the inland heat wave!

Phyllis Gaylard's house in Huntington Harbor has plenty of back yard, paved patio, and shade. She still has Jay Wachtel's bocce balls, and the lawn is in good shape, freshly cut the day before. She is located about a mile from the ocean and beaches, up on a hill with a great breeze. There is plenty of street parking and a shopping center (with a new Trader Joe's Market!) one block away if the street fills up.

We will again have a potluck lunch, and request that attendees bring something to share that we can nosh, snack, or munch upon. We suggest primarily home-prepared dishes, cold or room temperature. We can heat up some things in the oven or microwave, but want to limit the stove-top cooking to just a few items. *Wines are also always welcome!*

As in the past, there will be no charge for this event. However, we ask that all attendees bring a food dish to share. If you can't cook or bring food, you can make a \$5 donation per person and Phyllis will buy what is needed to complete the menu. In order for this to work, you must call or **E-mail an RSVP before party day**. Suggested food categories include but are not restricted to: antipasto, appetizers, salads, sandwich makings, casseroles, pasta dishes, desserts or anything appealing as luncheon fare. Just tell Phyllis what it is so she can coordinate and provide a complete menu.

DATE: Sunday, July 31, 2011

**WHERE: 17041 Malta Circle,
Huntington Beach, 92649
(Thomas Bros. Map pg 857 C1)**

**RSVP: to Phyllis by Friday, July 29 at (714) 377-6377, or e-mail to
AROSCeditor@aol.com**

TIME: Noon to 4:00 PM or???

June Meeting at Shin Yoshikawa's A Very Special Day in Lebec

On Saturday, June 25th, AROSC and friends have been invited to visit and spend some quality time with a true renaissance man, Shin Yoshikawa. In addition to his world wide renown as a fabricator of both old classic sports cars and new, one-off prototypes, Shin is a car collector, restorer, photo journalist, prolific writer, pianist and artist. Check out his world at www.studiocapsule.com, and start brushing up on Shinglish.

Most people, not just car folks, would consider spending time with this jovial gentleman and, hopefully, his charming wife, a truly special event. Pack a picnic lunch and arrive at Studio Time Capsule (S.T.C.), 212 Landfill Road, Lebec, CA 93243 by 11 AM. Please email RSVP's to Norm or Evie Silverman at normanev@msm.com. We need to have an accurate count of vehicles as space is limited.

Weather the end of June at over 4,000 feet should be delightful.

Directions: Coming from OC, LA, or San Diego County Head North on I-5 or I-405 (which will merge into I-5 approx 3 miles past CA 118). 46 miles North, exit #205 Frazier Mountain Park Rd. and turn left onto Frazier Mountain Park Rd. The first right will be Lebec Rd. Around 0.7 mile turn left on Landfill Rd (past CA Hwy Patrol HQ) and stay left to follow around to 212 on your left.



Alfapalooza is Coming! July 2!

Come celebrate the 2011 Transpacific Yacht Race on Saturday, July 2 and be a part of the pier-side color at Gladstone's Long Beach as some of the most distinguished ocean racing yachts gather for their biennial 2,250-mile slide to Hawaii.

In 2009 New Zealand and Australia Alfa Romeo distributor Neville Crichton brought his 100-foot maxi racer to the event and as a supporter of the marque, we became supporters of his mission to break the Transpac speed record. He graciously gave Club members a tour of the boat and talked with us about the vessel, the event and his network of dealerships Down Under. The next week, he did indeed smash the record for the event. At press time, we don't know what he has entered, but this will be the third Alfapalooza in as many years, and we are now part of the party!

Last year we gathered in mid-June for a milder day on the waterfront and had a walking gimmick rally to amuse ourselves and build an appetite for the fabulous appetizer menu at Gladstone's.

Alfa Required

This is an Alfa showcase and you must drive your Alfa to be able to park with us at the Transpac Patio and on the Rainbow Pier, hosted by John Sangmeister, manager of Gladstone's.

We typically have 30 cars from AROSC and our friends from Central Coast and San Diego chapters. It is a great excuse for a party and to see some folks from outside the area.

View the Yachts

The race starts in three-day waves and there will be sailboats from 36 to 100 feet moored in and around our pier. You can walk the docks and view the boats, relax in the shade on the patio outside Gladstone's and of course, hang out with your car.

Schedule the Event

Mark your calendar for July 2 and look for more information here and in e-blasts from AROSC. You may also friend Gladstone's Long Beach on Facebook, and see all the other goings-on.



The pier is a show place for Alfas, beach-goers, bikes, etc. We fit in fine.



A beautiful day and beautiful setting for beautiful cars.

AROSC ANNUAL WINE TOUR

JULY 15 - 17, 2011

SAN LUIS OBISPO, CALIFORNIA

EDNA VALLEY VINEYARDS

The AROSC Annual Wine Tour
is booked and ready to go!

Make your reservations now!

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ROOM RATES:

King	\$120/nt	<i>Limited Rooms Available</i>
2 Fulls	\$115/nt	
Queen	\$110/nt	

GROUP RATE CODE: AROSC

Email your confirmation info to:

margibrown@thekernorg.com
to receive wine tour updates!



BRaille RALLYE 2011

SATURDAY, AUGUST 6

BRaille INSTITUTE SPORTS CAR RALLYE

JOIN US FOR A SPECIAL DAY!

Save the date: entry form and more information available from Pat West. E-mail to braillerallye@gmail.com or call (714) 841-1249.

DRIVER AND WORKER CHECKLIST

Schedule:

7:00 AM Gates open at Braille Institute - Coffee and donuts available
7:30 AM Check-in opens

NOTE: Any driver not checked-in by 9:00 may not get a student should there be a shortage

9:00 AM Drivers' and navigators' meetings
9:30 AM Navigator/driver pairing
10:01 AM **FIRST CAR OUT - BRAILLE RALLYE 2010 ADVENTURE BEGINS!**
3:30 PM Approximate conclusion of event

Helpful Hints:

- ▶ Arrive early - first registered, first out
- ▶ Please do not bring a passenger unless he/she will be course worker. The day is all about your relationship with your navigator without distractions
- ▶ Polish the car and yourself - there is a good chance of media coverage
- ▶ Fill your gas tank, check the oil and water. Be sure your spare tire is usable and seat belts are operative
- ▶ Bring a Los Angeles/Orange County map or Thomas Guide
- ▶ Familiarize yourself with the "General Rally Instructions" you will receive prior to the rally
- ▶ Verify your auto insurance is current (The event is covered by K & K)
- ▶ Bring a cell phone. You will be given a number to call in case you are hopelessly lost or have a problem
- ▶ Bring a few extra dollars that may be needed to treat your navigator along the route. There will be a rest stop midway through the rally with drinks, snacks and restrooms
- ▶ You will need a watch, clock or sundial to track time, especially at the rest stop. Fancy rally equipment is not needed
- ▶ **SUNSCREEN!**
- ▶ There will be plenty of Braille Institute workers to assist you at the checkpoints, rest stop, and luncheon at the end of the rally

**THERE IS A \$15 REGISTRATION FEE PAYABLE ON THE DAY OF THE RALLYE
THIS FEE INCLUDES THE PURCHASE OF A SHIRT FOR YOUR STUDENT
ADDITIONAL SHIRTS MAY BE PURCHASED FOR \$10 EACH**

REMEMBER: The primary purpose of the Braille Rallye is to give the students a fun incentive to aid in their mastery of Braille, increase reading skills, and gain confidence in communicating with the sighted world

The organizers of the Braille Rallye are well aware of the increasing costs of operating vehicles these days. We sincerely hope that it will not deter you from participating in this year's event. This day is one of the most important days for the students participating in the Braille Institute Youth Programs throughout Southern California; one that motivates them to learn and to become proficient in Braille and large print reading. Please don't disappoint them.

CONTACTS

Patricia West, Registrar
6471 Newbury Drive
Huntington Beach, CA 92647
714-841-1249
braillerrallye@gmail.com

Christina Tam
Braille Institute Youth Center
741 North Vermont Avenue
Los Angeles, CA 90029
323-663-1111 Ext. 1208

RALLYE STARTING POINT: Braille Institute, 741 North Vermont, Los Angeles, CA

IMPORTANT: If you sign up and find you will not be able to attend, PLEASE contact us immediately. PLEASE, DO NOT LEAVE A STUDENT WITHOUT A RIDE!

Alfa Romeo Owners of Southern California

CAR # _____

Received Bailout _____

BRILLE RALLYE 2011 Saturday, August 6 DRIVER REGISTRATION AND INFORMATION SHEET

To register for Braille Rallye 2011, please complete this information sheet and mail, e-mail, or fax to the address shown below before July 25, 2011. Thank you!

NAME _____ DRIVERS LIC _____
STREET ADDRESS _____ CITY, ZIP _____
PHONE: DAY _____ EVENING _____ CELL _____
(This will only be used to track you during the rally, if needed)
E-MAIL (Please print clearly) _____
CAR MAKE AND MODEL _____ COLOR _____
DRIVER/NAVIGATOR SEAT BELTS? Yes () No () REAR SEAT WITH BELTS? Yes () No () CONVERTIBLE? Yes () No ()
INSURANCE CARRIER _____
RALLY EXPERIENCE? Yes () No () PLEASE DESCRIBE _____

IF YOU WOULD LIKE TO REQUEST A SPECIFIC STUDENT/NAVIGATOR

PLEASE INDICATE HERE AND WE WILL DO OUR BEST TO PAIR YOU UP AGAIN

DID YOU NOT DRIVE COMPETITIVELY LAST YEAR BECAUSE THERE WERE NOT ENOUGH STUDENTS? Yes () No ()

If so, thank you! We want to make sure you have a student/navigator this year.

I WOULD LIKE TO ORDER AN EVENT SHIRT FOR \$10 SIZE: Medium _____ Large _____ Extra Large _____ Other _____ (Specify)

NOTE: We need at least 10 days for the shirts to be silk screened, so it is imperative that registrations be submitted early!

GENERAL MEDIA INFORMATION

UNUSUAL/PARTICULAR VEHICLE DATA _____

OCCUPATION _____

The above information is available, as stated, for any media release.

Signature _____

Date _____

IMPORTANT: Please return by mail or e-mail before July 25 to:

Patricia West 714-841-1249 (phone/fax-- please phone before faxing so I can
6471 Newbury Drive turn it on)
Huntington Beach, CA 92647-6565 braillerallye@gmail.com (e-mail)

Register early! In the event that it becomes necessary to limit the number of drivers, or the number of participants from any one car club, it will be done primarily in order of receipt of registration. We hope that there will be a student for every driver, however, oftentimes students cancel the morning of the event and there are more drivers than students. We hope that you understand if you do not get a student/navigator and are asked to help in another way. We will try to make it as fair as possible.

To keep our mailing list current and to not disturb those who may no longer be interested, PLEASE check the appropriate box and return by phone or e-mail.

- () See you August 6th
() I am unable to attend this year, but please keep me on the mailing list
() Please remove me from the mailing list

Buttonwillow Time Trials & Enduro,

by Mike McKibbin

Perfect weather and a decent turnout made the club's May Buttonwillow event very pleasant. Buttonwillow is probably the most user friendly track of all we have visited, at least in the recent past. While most of the tracks the club has used permit camping, Buttonwillow is specifically set up for this, with spectator/participant area which is almost park-like. It is nice enough that this is the one track to which I have been able to convince my wife Gena to come.

For this trip, we had a bit of a family gathering in the motor-home: my wife Gena and I, my mother Irene, my brother Mitch, my daughter Andrea, her two dogs, Brooks and Butters, and my own pooch, Meisha.

My Mustang Cobra would appear to be done for the season, so our old standard, Big Dog, the Mustang GT was the weapon of choice for Mitch, Rob, and I. I was in race group, Rob was in open time trial, and Mitch and I were scheduled to share Big Dog during the enduro.

The new computerized system for registration appears to be working out, as the crowds have certainly increased since the club began using it. There was a rather nice turn out for the D/E and solo group. Chief instructor Tony Presto heads up that group, and I was honored he requested I assist in

instructing. I was assigned to a young gentleman, Kyle Murphy, and his somewhat new Volkswagen GTI and, after driving that car, I have got to get some paddle shifters. Also in the D/E field were a couple of M3's and a Saab Turbo. The overall group also included 97-year-old Fred Hamilton, driving his Hemi Dodge Charger.

One of the hallmarks of the spring event at Buttonwillow is the club's annual two-hour endurance race. It would have been nice to have more entries, but we had 12, and the race commenced at 4:00PM, Saturday afternoon. Steve Hamilton jumped out to an early lead driving Charlie Spencer's Mustang (Charlie's happy, as this has been a work-in-progress for years now); an early lead which began, anyway, after Jes Thyssen's Catarham 7 just quit after about a lap and a half. In the meantime, I started Big Dog about mid-pack, had third place secured by the time I rolled over Lost Hill on the north side of the course, overcooked it coming over the hill, turned it sideways, slid off and then slid back on, sliding to a stop sideways in the middle of the course. I looked out my driver's window, and saw pretty much the entire pack barreling down the hill straight at me, so the only thing to do was to shove it in first and drive it straight off the track again so as to get out of the way. I rejoined the race dead last, and after 18 or 19 laps, was eventually able to

scratch and claw my way into second place.

I would have expected thumbs up from the starter stand or the corner workers for such a stunning drive, but instead got a black flag for all the smoke which was trailing behind the car (I thought it was all in the cockpit).

It turned out, among other things (other things being a leaking power steering pump, a couple of fried spark plug wires, and an engine that was burning oil) that the driver's side exhaust assembly had fallen apart, so it was back behind the wall. For the next hour Rob worked like a demon, and Mitch eventually limped the car out with a couple of minutes left to record a finish.

In the meantime, pit stops were occurring, and we had all forgotten about the fact that the BMW of Bruce Colby and Brad Grey was an economy runner. Their pit stop was driver only, no fuel, and lasted about one minute, after which they never looked back and won the race. The next fastest stop appeared to be the driver change and fuel stop of the Dennis Fibrow/ Andrea Bordato MR2, in less than two and a half minutes.

The crowd thinned out somewhat for Sunday, some voluntarily, some

involuntarily (Joe Cobb in open trim trial, again qualified for the "Goody's Headache" award when a crossed wire on his Mustang burned everything not made of metal in his engine compartment on Saturday afternoon. There was also some rain, which had an interesting effect on the open time trailers, every one of whom but Andrea came into the pits when it started to rain during their session.

In the race, Steve Hamilton drove the Henderson Mustang and, this time, with no pit stop, he literally ran away. There were races going on all over behind him with a particularly good one involving Beverly Major in the MR2 and Dave Burgoon in his Alfa, and they hammered on each other for about three-quarters of the race.

In the time trial, top time of the day (for everyone, in fact, race groups included) went to Nizam Zambri in the very nice Ferrari 360CS at 2:05.45. Next up were Fabrizio and Anthony Rimicci whose Alfas ran like clocks and tore up the track all weekend long, each winning their respective classes. In fat, Anthony's 2:11.58 appears to be a new Class B record.

Looks like it will be a bit of a break until Willow. Hopefully, we will have at least on of the Mustangs running again.



Drivers meeting -- indoors.



Nizam Zambri's new hot ride: top time of the day!



Big Dog ran early before problems in the Enduro, here followed by Chris Mayring.



Big Dog under repair during the Enduro -- hard way to run.



Andrea and Dennis -- an enduro team.



Mother Irene and wife Gena with the family dogs.



The Rimicci stable at dusk.



Fred and Steve Hamilton relax at the award presentation.



Saturday race grid -- getting ready to run.



Sunday race start -- nice sky to the west.



Sunday race starts -- dark skies to the east!

Time Trial Results

<u>Class</u>	<u>Name</u>	<u>Car</u>	<u>Time</u>
A 1	Fabrizio Rimicci	Giulia Super	2:09.828
2	Manual Minassian	Giulia Super	2:12.691
B 1	Anthony Rimicci	GT Junior	2:11.580
2	Zamani Zambri	Milano	2:13.233
C 1	Art Russell	GTV	2:20.203
D 1	Andy Steben	GTV	2:21.669
E 1	Andrew Watry	Giulia Super	2:26.529
L 1	Nizam Zamabri	Feerrari 360CS	2:05.450
2	April Zambri	Ferrari F355	2:12.598
O 1	Chris Gonyea	Mustang	2:13.000
Q 1	Andrea Bor;dato	MR2	2:34.103

Enduro Results

<u>Pos.</u>	<u>Name</u>	<u>Laps</u>	<u>Best Lap</u>
1	Bruce Colby/Brad Gray/Mulligan	50	2:12.144
2	Don Wagner	50	2:08.404
3	Steve Hamilton/Mike Easterman	48	2:09.202
4	Ian Stewart	48	2:13.863
5	Clark Taylor	48	2:17.103
6	Dennis Fibrow/Andrea Bordato	47	2:14.238
7	Terry Watson/Tony Presto	47	2:11.588
8	Pete Smith	45	2:12.057
9	Matthew McFadden	45	2:14.154
10	Terry Major/Bev Major	44	2:15.340
11	Mike McKibbin/Mitch McKibbin	22	2:09.984
12	Justin Heil	2	2:14.205
12	Jes Thyssen	0	----

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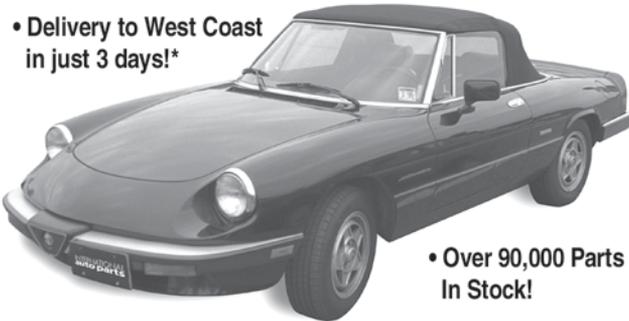
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Classified Ads -- Free for members

WANTED: For a '70 GTV, the Ward & Deane street performance spring package. I had these on my '74 2L and they were awesome. If you have a set or know of a set for sale let me know. *Call Andy Steben at (626) 807-0800 or E-mail to steben7@aol.com.* (12/10)



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Membership Application

Alfa Romeo Owners of Southern California

Dues for 1 year membership in the *Alfa Romeo Owners of Southern California (AROSC)* and the national organization, the *Alfa Romeo Owners Club - US (AROC)* DUES INCREASE . . . \$70.00

Please fill in the following information, make checks payable to "Alfa Romeo Owners Club",

and mail to: **Alfa Romeo Owners Club, PO Box 12340, Kansas City, MO 64116-0340**

OR: use a credit card at the AROC web site: www.aroc-usa.org or phone free to (877) 399-AROC

Name _____ Spouse _____

Street _____ City _____ State _____ Zip _____

Home Phone () _____ Work Phone () _____

e-mail _____ Alfa(s) Owned _____

AROC Member Number (if applicable) _____ Check enclosed for \$ _____

=====

Affiliation/subscription: member of another AROC Chapter wishing to join AROSC \$22.00

For subscription only, send above information with check payable to **AROSC** to:

AROSC Treasurer, 27152 Paseo Del Este, San Juan Capistrano, CA 92675

Alfa Romeo Owners
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Our 2011 Calendar

June	July	August	September
5 Concours @ Huntington Beach	2 Alfapalooza - LB	6 Braille Rallye	10 Go-Kart Event
25 Gen Meeting at Shin Yoshikawa's, Frasier Park	15-17 Wine Tour 31 Summer Party	18-21 Monterey Historics 27 Meeting TBD	24 General Meeting, Agua Dulce Winery & Big Mouth Pizza