

Alfacionada

FEBRUARY 2012



**AROSC Jubilee Year Begins!
See Awards Banquet Report pages 16-19**



MONTHLY NEWSLETTER OF THE

Alfa Romeo
Owners of Southern California



Alfa Romeo Owners of Southern California

AROSC Business Address

27152 Paseo Del Este
San Juan Capistrano, CA 92675
info@arosc.org

Newsletter Address

1098 N. Mentor Ave.
Pasadena, CA 91104
nashwill912@earthlink.net

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.

Changes of Address

To keep your newsletter arriving after a move, please send your change of address information to AROC, P.O. Box 12340, Kansas City, MO 64116-0340.

If you're a nonmember subscriber, or 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 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 Romeo enthusiasts. Affiliation with AROSC and a subscription to this newsletter are included in your annual \$70 AROC dues. Non-members may subscribe to *Alfacionada* for \$20 per year, and attend meetings and events. See the inside back cover for a membership application form with rates and contact details.

Permission is hereby granted other AROC Chapters to reproduce any original material herein upon request, provided credit is given to the author and *Alfacionada*. We ask the courtesy of a copy of the re-publication. Please send requests and copies to Managing Editor, *Alfacionada*, at the Newsletter Address listed above, or to his email.

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 four-month calendar of events is on the outside back cover of this newsletter, and detailed information is in Previews. Check all three; email any questions to info@arosc.org, and a Club director will respond.

Our Cover This Month

Top, Alfas and other cars awaiting action in the garage at Laguna Seca. Story begins on page 10; this photo by Terry Major. Bottom, two of our favorite Desert Dwellers Charlie and Bonnie Schwartz with their GTV-6 at last year's Desert Classic; read about this year's on pages 20-22. Ken Sizemore photo.

AROSC Board of Directors — 2012

Your entire Board is now 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>

President:

Mike Riehle & Chris Burke
310.780.5427
twoina2@sbcglobal.net

Vice President:

Jim & Elyse Barrett

Treasurer: Jay Mackro

Secretary: M.J. & Sheila Kutkus
310.542.3448

Competition Director:

Terry Watson
443.462.7834 comp@arosc.org

Membership Chair:

Norm & Evie Silverman

Programs Chair:

Margi Brown-Orozco

Technical Chair: Gene Brown
805.527.8103

Concours Co-Chairs:

Jordan Lee
Norm Siverman

AROC Liaison: Will Owen
626.345.9659
nashwill912@earthlink.net

Committees

Newsletter:

Elyse Barrett, Will Owen

Website: Bruce Colby, Webmaster

Electronic Notices: Jay Negrin

Disclaimer (a.k.a. Lawyer Repellent)

AROSC and the editors of *Alfacionada* disclaim and assume no liability for the accuracy or legality of any technical information appearing herein. The views and opinions expressed herein are those of the author of the article or of the persons quoted therein. AROSC and *Alfacionada* are also not responsible for the safety or practicality of modifications performed by individuals or companies described in this publication. The automobile's owner/operator should consider his/her goals when contemplating modifications to the automobile, and should seriously think about seeking advice from a trusted personal and/or other qualified automobile mechanic before performing any work or modifications to his/her vehicle. Advertisement of automobiles, products, goods or services in *Alfacionada* does not constitute an endorsement or approval by AROSC.

Previews ... *What's coming up and when.*

February 18-19 – Driving School, Streets of Willow.

February 25 – Desert Classic Weekend kicks off: lunch with the Schwartzes in Joshua Tree, followed by dinner with the McHatties in La Quinta!

February 26 – Desert Classic Concours, w/AROSC Concours #1. Westin Mission Hills Resort, Rancho Mirage. Details pages 20-22.

March 17 – General Meeting at the Petersen Museum.

March 31-April 1 – Driver Education, Time Trial, Race and Enduro at Buttonwillow, joint event with Northern California Racing Club. See info on facing page.

April 14 – One-day Road Tour to Ojai. Details on page 15.

May 19 – Spring Driving Tour: Mountain Majesty or Coastline Cruise? Details to come in a future issue.



Note: Board of Directors meetings are generally held on the last Wednesday of the month. Anyone with business to bring before the Board is requested to please contact Il Presidente Mike Riehle.



Chapter Presidents Past & Present at the Annual Banquet. Back row, L to R: Norm Silverman, Rick Clemente, John Samson, Charlie Schwartz, Al Cortes, Mike Riehle. Front: John Ireland, Bill Kohl, Paul Blankenship, Dan Ritter. Sizemore photo.

High Performance Driving On the Big Track at Willow Springs Raceway, Rosamond, CA

Join Us at the Track!

HPDE



In the HPDE program, the emphasis is on driver training with respect to the safe operation and handling of a car at elevated speeds. New drivers must attend classroom sessions. There is no competition involved. Registration details are available by clicking on [Direct Link](#) .

TT



TT is a speed event similar to autocross run at considerably higher speeds, on a real race track with a number of cars on the course, trying to get their best lap time. You are only competing against the clock. Registration details and info are available by clicking on [Direct Link](#) .

RACE



Our goal is to have fun competing with people driving cars with similar speed potential to see who can get to the finish first. Our emphasis is on clean, safe racing. Car-to-car contact is not tolerated. Registration details and info are available by clicking on [Direct Link](#) .

More details at www.aroschpd.org

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

Wow, it's 2012, 50 years since the AROSC was formed, and 40 years since our first competition event. Thinking back, Phyllis Gaylard once reminded me that the Club was initially formed to help members maintain and repair their cars. I believe it. My first Alfa was acquired in 1972. Back then most mechanics weren't familiar with alloy castings and were far too quick to fix things (i.e., break things) with a bigger hammer. Our idea of a Club social event was standing around in the parking lot before the regular meeting. Sometimes we would have a guest speaker; sometimes not. In my opinion, whoever came up with the idea to schedule meetings around events was brilliant. We get to see and do different things every month.

Guess it is no surprise that yours truly is still Il Presidente. It took maybe 60 seconds at the Board Meeting to re-elect all returning Board Members to their old positions. The new guy, Jordan Lee, was elected to Concours Co-Chair along with Norm Silverman. He is a welcome addition to the Board, and we are doing our best to bring him up to speed and make him comfortable.

We hammered out a calendar for 2012 which was very nicely outlined in the last *Alfacionada*. The process can be a real bear, but this year we especially benefited from a more experienced Presidente and from worksheets prepared by Secretary MJ Kutkus. New events are a day trip to Ojai in April and a special 50/40 tour/track drive that will mesh with

the September Time Trial on the Big Track at Willow Springs. There simply aren't enough months in the year to schedule all that we want to do. This year we aren't going back to the Nethercutt, doing Alfapalooza at Gladstone's in Long Beach, or the Vista Steam event. I expect we can pursue these activities from time-to-time, but we just can't do all of them every year. (I am bonkers about antique equipment and loved visiting the Vista Antique Gas & Steam Engine Museum, but that is the way it goes.)

We most recently completed our first Time Trial and Race at Willow Springs on January 20-21, and a week later, enjoyed our Annual Meeting and Awards Banquet in Redondo Beach on January 28. Instead of a featured keynote speaker, we had all the past Presidents we could find stand up and tell a story or two about the old days. I'm not a past president yet, but I certainly can tell a few stories.

February is another big month with the Driving School at the Streets of Willow and the Desert Classic weekend.

Competition Director Terry Watson has been after me to do the Driving School, and I just might cave in this year. A new helmet and some prep work on the car are necessary prerequisites (aka excuses). The water injection isn't working and I need to tweak the alignment. Before somebody offers me a loaner helmet (thank you in advance), 99% of helmets just don't fit. All the same, a driving school is great fun. And the Streets

of Willow is a twisty track with lots of different kinds of turns. Everyone should do it at least once.

The Desert Classic Concours, or more correctly the Desert Classic Weekend, has become one of our major events. On Saturday before the show, we drive out to Bonnie and Charlie Schwartz's desert home for a picnic lunch, followed by a drive though Joshua Tree to Palm Springs, leaving just enough time to check into the hotel and get ready for the dinner party at Doug and Joyce McHattie's. The following morning we wash off a bit of road grime in the parking lot and head to the Concours where all of the Alfas are grouped together. Good food. Good wine. Good fun.

Check out these and all the fun-for-all weekends in your special 50th Anniversary Calendar in the January issue (or the separate version emailed to you), and plan to share some of them with us in the coming months.

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



OMEGA MOTORSPORTS
Exceptional Care for Alfa Romeo

Uwe Bäcker
Owner and Factory Trained Technician

310-836-3160

Visit Us On The Web

Pages.prodigy.net/alfaomega

**3822 Clarington Avenue
Culver City CA 90232**

(310) 836-3160

The Tech Guy ... *Down and Dirty*

It was suggested to me that, given the environment at The Best of France and Italy show this year, I should write about cleaning the underside of one's car. For those who did not attend let me say that the weather was beautiful (after the rain stopped) and there was very good attendance. However, because of the heavy rains, the very green grass seemed to be floating on several inches of very soupy adobe. When driving across this grass there was a very fine line between too much power, which could cause your car to go in an entirely different direction than you planned, and too little power, which would cause your car to lose all forward momentum but allow the wheels to spin freely.

Needless to say the mud thrown up by the tires had to go somewhere and though most spectators (the usual target of flying mud) wisely stood far away the mud deposited itself on the underside of the cars. Unlike dirt in other parts of the country our dirt has a very sticky quality to it and will adhere to almost any surface. Fortunately it is not corrosive like the salt used on roads in some areas so cleaning immediately is not necessary, but it does need cleaning off eventually.

Now when most people wash their car, they usually only worry about the shiny parts, those which people see. They usually ignore the parts that get the most dirt. When cleaning your car you should take a few minutes to use the hose on the underside and in the wheel wells. Doing this every time you wash the car will keep it reasonably clean. I always clean under the hood also. Nothing fancy, just

the hose and maybe a little soap to cut any oil. Try to avoid using the hose directly on the distributor or any electronics boxes. Also keep the hose away from the air cleaner air intake. Engines don't run well when full of water. Do this before you wash the outside as debris from the engine compartment and underside will probably find its way to the car body.

If your car is older and has some oil leaks you might want to use a degreaser occasionally. I like to use Oil Eater but there are many other brands from Simple Green up to very strong solvents. Most degreasers you can buy at the auto parts store will not hurt the paint but they may dissolve the wax so use only on the parts you wish to degrease. A pressure washer can also be handy for cleaning the underside and the engine. With a pressure washer there will be a lot of back spray so you should wear some face protection and, if possible, a rain coat.

"Why," you ask, "would I want to go to all this extra work?" First of all you appreciate your car, otherwise you would not be an AROSC member. Second of all it makes good sense. When dirt sticks to the underside of the car, be it sticking to the oil/grease or from driving through very wet adobe, it can trap moisture next to the metal. This is an ideal environment for the tin worm, commonly called rust. So keeping the chassis clean can inhibit this problem.

There are also several areas of the underside that have drain holes to allow trapped water to exit. These can be in the spare tire well and the rocker

panels. In addition there are drain holes on the bottom of the doors. If these drain holes get plugged up then any water that gets in these areas cannot drain out and they become breeding grounds for rust.

Keeping your engine and drivetrain free of accumulated dirt and grease also has several benefits. A heavy buildup of dirt and grease on an engine can cause it to run hotter as the dirt acts as an insulator and prevents the engine from radiating heat. Also a clean engine makes it easier to spot leaks when they are small. On higher mileage engines you will usually get some seepage of oil from gaskets, which is not really a problem. But by keeping the seepage cleaned off it is easier to tell when the seep becomes a leak and needs attention. As a side benefit it is much easier to work on a clean engine. Even if you do not do your own work your mechanic will appreciate it. The same applies to the rest of the drivetrain, the transmission and rear axle or the transaxle.

The suspension should not be neglected, either. The ball joints and CV joints are protected by rubber boots that keep the grease in and the dirt out. By keeping them clean you will be able to spot a torn/leaking boot before the joint is ruined.

So when you clean your car clean all of it. It only takes a few extra minutes and the benefits are well worth it. If you have never cleaned the engine or the underside get some degreaser and give it a good cleaning. After that it will be easy to keep clean. Remember, the quality of a car owner is not measured by how clean they keep that which is seen, but by how clean they keep that which is unseen.

– Gene Brown

LALANCIA.COM

LANCIA FULVIA & FLAVIA PARTS

NEW AND USED LARGE INVENTORY

CONTACT US, info@lalancia.com

Keep those Lancias rolling!

HAPPY NEW YEAR! ... *From Laguna Seca*



Race Group lined up for the start. This and all other photos by Terry Major unless otherwise stated.

Laguna Seca has many stories to tell – about the weather, the turnout, the competition – all colorful and memorable; it was a special weekend.

This event was a sellout for every group. We also had several DE participants, including a couple of first-time students making their on-track debut at Laguna Seca; that's pretty good start!



Bright (?) and early Drivers' Meeting. Sheila Kutkus photo.

Booking December 30-31 presented a great probability for bad weather, but we could have left the rain tires at home. The fog would roll in from the bay and over the grade, taking the surroundings from a clear starry evening to dim obscurity in 10-15 minutes, but then it would leave for the day, and air temps were 65 to 70 degrees all weekend.

I arrived at the track and drove up the hill with friends to the Corkscrew, always a welcome sight! Gary, the track supervisor, opened the paddock and garages for us to settle in. And after that, it was time for a smorgasbord of BBQ'd beef, chicken, seafood, brats and spirits. Next, Danielle and Chris came rolling in for a 21st birthday celebration, including dinner, martinis, wine and cake with candles. Happy 21st Danielle!

On race day, the first session required caution as the fog left everything moist for our 9AM start. The first group went out and felt the track was wet and slippery; however, it dried quickly for the rest of the run groups. A huge variety of cars and a large differential of speed kept everyone on their toes. The mix included open-wheel, high-horsepower Vipers,



Heavy traffic through Turn 10.

Corvettes, BMWs, and lower-horse-power cars.

While I can't give much info on time trialers or open passing groups because I'm in Race Group, I did spend time with a solid student, Sean, driving a Nismo 350Z. This was Sean's third event on track, and he drove very well, getting good acceleration through the apexes, braking at the right time and ending the weekend very consistent. He had to slow down to improve, as a hot car on a hot track can sometimes get you in trouble.



X19, Randy Harris' Spider, Norm's Giulia.

With a good group of Alfas, MR2s, Miatas, RX7s, Mustangs, BMWs and more, AROSC had great competition for almost every class. And Northern California Racing Club brought Vipers, Corvettes, Porsches and BMWs. This combination made for a huge race group that was terrific fun.

With more than 30 cars at the starts of two qualifying races, a fun race and a points race, it was crucial that we stay focused. The starter consistently seemed to give an early green flag, causing many drivers to arrive at the Andretti Hairpin at high speed and at the same time. Only the fourth race (points race) had a decent start, as one of our own was on pole. After the 240Z pace car pulled into the pits, Greg Nelson and his RX7 brought the cars around Turn 11 slowly and kept them slow until the starter gave

February 2012



Dave Burgoon, Terry Major, whose Miata?

the green. We all got through the first lap clean, allowing multiple groups to enjoy quality racing where almost everyone had someone to squeeze, dart, fake or follow.

A couple of competitors weren't so lucky in the Saturday race, as the Andretti Hairpin claimed them for simultaneously trying for the same real estate. Not long after this incident, one of our cars, the Tony Presto RX7, blew a hole through its header, creating a fire under the hood. We have film of Presto getting the blaze put out promptly prior to the fire marshal's arrival.

Each race had multiple racers nose-to-tail for the duration. There



Mazdas on Mazda Raceway: Tony Presto, Greg Nelson close behind.

were Greg Nelson, with another RX7 #88; Dave Burgoon; Randy Harris; Bruce "watch out for the front straight wall" Colby; Terry "Aw come on; there was an inch left!" Major; Dennis "I learned how to beat Cliff from the Saturday race" Fibrow; Cliff "What do I gotta do to beat these MR2s"; Phil Guiral #8, another Miata #007, two formula cars, and Mustangs (one

from Le'Mons "Occupy Laguna"); Mike Easterman, and Don Wagner.

My Friday and Saturday races had multiple serious 8-10 lap nose-to-tail battles involving 2-6 cars in each. There were many other competitors involved in these races that had the same story to tell. A lot of people have cameras in the cars and will relive this weekend over many times again.

The competitors had this to say about the weekend:

Dennis Fibrow: "Intense group racing! Just look at Mike Miata 007 vs. Terry MR2 vs. Dennis MR2 vs. Cliff Miata; Randy Harris Alfa vs. Dave Burgoon Alfa; Dennis MR2 vs. Cliff Miata vs. Randy Harris Alfa!"

Tony Presto: "Hot weekend; great students"

Phil Guiral: "Lost one student after 2 laps, due to Andretti Hairpin Motion Sickness. Student later asked 'What's for lunch?'"

Bruce Colby: "Slice and dice on the front straight. I wasn't sure if I was to lose the driver-side door (cement) or the Terry Major-side door (MR2)! My highlights? Cod, Salmon and Appletinis". After these, Bruce said he had to go get Happy!

Dennis Fibrow: "I knew they were going to catch me on the Decibel Level 'cause I had the straight pipe. No big, as I brought the quiet pipe also."

Beverly Major: "Quick fog. Are we at SPA?"

Terry Major: "Lotta multi-car B-battles, a few tight moves." To Bruce: "I thought your car was THINNER and FASTER."

Mike Easterman: "Great way to bring in the New Year!"

Paul Ellis: "The __ Weekend Ever"

It was good to see some old friends such as Emilio, Randy Harris, and the Zambris, as well as many spouses, including some I had not met until now. We missed many of the usual suspects in Race Group: Terry Watson, Jorge Mazlumian, Bob Poulin, Mike and Mitch, Joe Cobb, Chris Mayring.

It was terrific driving Laguna again. It was good leaving Laguna with 2 fully intact cars. Thanks to all who made an effort to help with this event.



Race Group on pace lap coming into Turn 10.

Thanks to competitors for their actions and input providing quotes for this article. Thanks to Club Mgmt. for administering the event. Thanks to Jodi for timing. The room was cold, but she had company as the track cat lives in the timing tower. Jodi had help from Zach the "Zinger" and Jeremy, runners, posting timing sheets to the infield board. At the end of the day we also gave a toast. Our friend Fred Hamilton brewed much



Art Russell's GTV, "before."

of his own wine. We drank a Vintage 1994 poured into the “Fred Cup” in celebration, and at midnight on Saturday, New Year’s Day, Paul Ellis christened the corkscrew with a bottle of Fred’s homemade wine. The Midnight Memorial – a Tribute to Fred – “The Calling of the Corkscrew”.

Most racers went home satisfied as the four weekend races confirmed the reason we compete!

– Terry Major

Addendum: Those who did not stay at the track went into Salinas for Friday night dinner at Gino’s, and Saturday



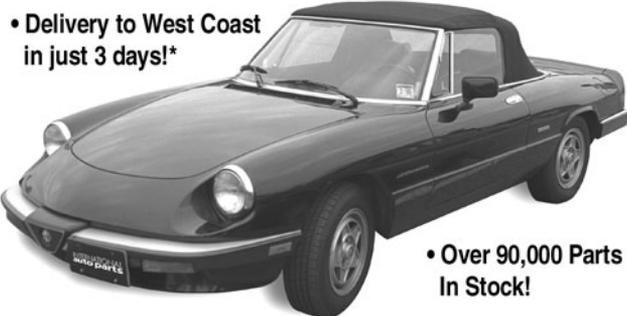
On top of everything: Jodi Fibrow and the timing crew. Sheila Kutkus photo.

night toasted in the New Year at a get-together hosted by MJ & Sheila at the Laurel Inn.

– Sheila Kutkus

ALFA PARTS

- Delivery to West Coast in just 3 days!*



- Over 90,000 Parts In Stock!

FREE CATALOG
1-800-788-4435
www.international-auto.com

INTERNATIONAL auto parts

*some restrictions apply

P.O. Box 9036, Charlottesville, Virginia 22906

SC212759

We all wish wistfully for the day that Alfa Romeo returns to the U.S. market, remember fondly those few new spiders that made it here ca. 2003, and we who attend Cars and Coffee in Irvine get to see Carole Sandeman's lovely example now and then.



All the stop-and-go, yes-and-no from Fiat has made us cynical. But enthusiasm dies hard when sightings of today's current models are reported and recorded.

Late last fall, alert Alfa-guy Matthew Jacobs grabbed his cellphone and was able to get off these two shots of the current Giulietta while driving



in West LA, and donated these images to *Alfacionada* at the Best of France and Italy. We don't know who the car belongs to, where it was going or if we'll ever see it again.

One rumor has it that there was a trailer-full of black Giuliettas that came into Detroit one day last year and soon there were sightings of them

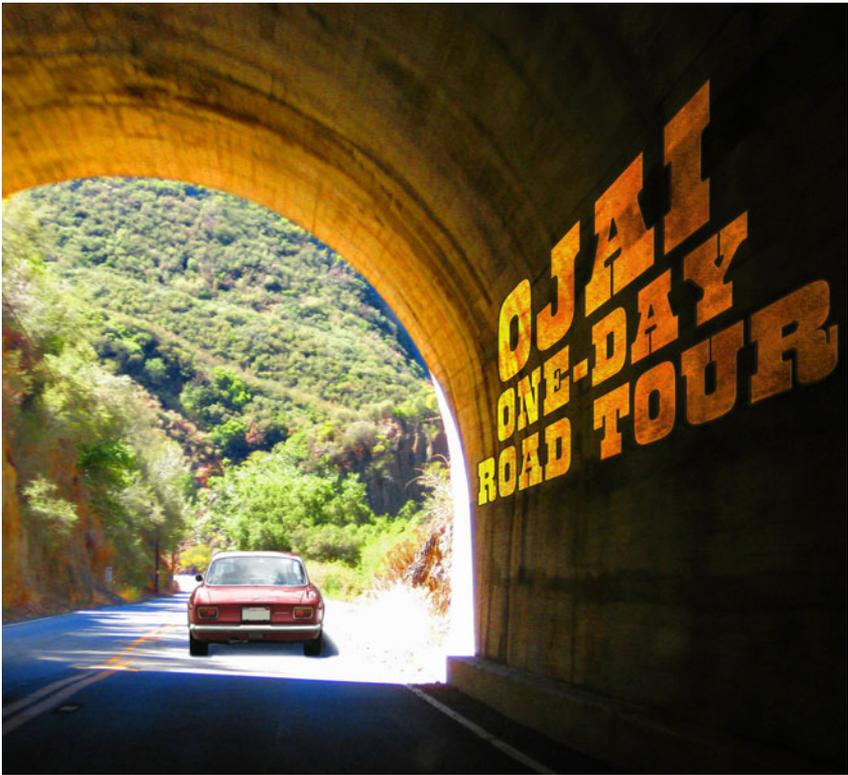
in various cities across the country. Any time anyone asked the driver about the car, they got no answers. Hmmmm ... we still have no answers, but thank you, Matthew, for sharing a vision of the future.

– Elyse Barrett

BARLOW
INSURANCE BROKERAGE
Special Coverage for Special Cars Since 1971
Lic. #CA0774014

JONATHAN BARLOW
Ph. (800) 558-7772

800-558-7772 • 951-279-4002 • 951-279-8502
P.O. Box 77788 • Corona, CA 92877-0126
E-mail: barlowjb@pacbell.net • www.barlowinsurance.net



The Return of the One-Day Road Tour

This year we are reviving a car club tradition: the nice, concise day drive over some of the most scenic roads in Southern California that leaves you the option of being home by dark, or staying on for more adventures in the destination town.

We have many fabulous byways to choose from, and those picked for 2012 will take us past lakes, over twisty country lanes, and through the Los Padres National Forest with spectacular views and

dramatic changes of landscape. Starting near Magic Mountain, we will take on the back roads through Gorman and east to SR33 which will take us to Ojai and our lunch stop at an excellent local restaurant.

Set aside Saturday, April 14 to give your car an Italian tune-up, and watch this space for more information.

— Steve Edelman

Let the Golden Jubilee Begin! Ringing in AROSC's 50th Year ... *photos: Dicie Sizemore*

Annual Meeting/Awards Banquet at Delzано's, Redondo Beach

The Annual Meeting and Awards Banquet brought together many Past Presidents to celebrate the kickoff of our AROSC 50th/40th Anniversary – 50 years since our Chapter was formed and 40 years since we started hosting track events. After lunch and drinks, current president Mike Riehle introduced the Past Presidents and invited them to come to the mike, asking for some stories from the club's earlier years. In order of appearance, the approx 50 guests enjoyed hearing from these Past Presidents:

- Norm Silverman (2004-2010)
- Paul Blankenship (2000-2003)
- Charlie Schwartz (1998-1999)
- Dan Ritter (1989-1990)
- John Ireland (1983)
- Al Cortes (1982)
- Rick Clemente (1979)
- Bill Kohl (1974)
- John Samson (1972-1973)



Dialing back 40 years, Dr. Samson (above) told of how the Club got started in Time Trials (TT) by getting their foot in the door at Riverside. It started with a fortuitous call for “a

doctor in the house” at a race with such as Andretti, Unser and Gurney. The track director, Les Richter, persuaded Dr. Samson to stand by the ambulance; otherwise the race could not be run. Richter returned the favor by giving the Club the track one Saturday for \$200, and from that came the Alfa TT. After Riverside broke the ice, Willow Springs, Pomona and Laguna Seca opened their doors.

Bill Kohl mentioned that AROSC was the first club to run a National Meeting and make a profit. It was called the Alfa Pacifica, in 1975, and held on the Queen Mary. The Club also got Bill into racing.

John Ireland told of when he had to have his '77 Alfetta towed back to the Santa Monica dealership and met service manager Charlie Thieriot, whom we now commemorate with the “Charlie Cup”. Charlie got John to go to an AROSC meeting, in a strange room, where Dave Baker was handing out 100s of trophies in every category imaginable. John's wife asked John if he was going to do this for a long time. It turned out to be yes, but they are still together.

All were highly entertaining. Many also plan to be at the Willow Springs AROSC TT & Race 40th Anniversary on September 8-9, with a firm commitment from some IF John Ireland brings his sax and plays it at the track!

Mike then called on Bruce Colby for the Awards presentation. This year's winners are listed on the following page.

– MJ Kutkus

February 2012

Competition Awards

During the year, points are handed out for finishing positions in each class. The person with the most points at year end is the Class Champion. However, to win a Year-End Trophy, these criteria must be met:

- 1) There must be competition. If there is only one competitor in a class, no award is given. If there are two to three competitors, there is one award. For four to eight competitors there are two awards; over eight competitors produces three awards.
- 2) The competitor must compete in more than one event in their class in the year.
- 3) The competitor must be an AROSC member. If a non-member wins a class, no award is given for the class win. Likewise for second- and third-place awards.

2011 Championship Awards

Alfa Time Trials		Name	Car
Class A	1st	Manuel Minassian	Giulia Super
Class B	1st	Doug Bender	Blue Sprint GT
Class C	1st	Art Russell	Red GTV
Class D	1st	Andy Steben	Red GTV
Class E	1st	Andrew Watry	Green Giulia Super

Non-Alfa Time Trials		Name	Car
Class O	1st	Joseph Cobbs	Blue Mustang
Class P	1st	MJ Kutkus	Yellow Mercedes
Class Q	1st	Andrea Bordato	Black MR2

Alfa Cup		Name	Car
Group ABZ	1st	Doug Bender	Blue GTV

Non-Alfa Race		Name	Car
Class M	2nd	Mike McKibben	Silver Mustang
Class N	1st	Don Wagner	White Mustang
Class O	1st	Bruce Colby	Silver BMW 325i
Class P	2nd	Chris Mayring	Red Miata

Concours		Name	Car
Open	1st	Jeff Srinivasian	Spider
Open	2nd	Norm Silverman	Spider
Closed	1st	Armin Wittenberg	Sprint

Each year the special trophy for Overall Points Winner goes to the one who competes with the most success in multiple events. For this, Time Trials and Race are considered as a single event. If one competes in both, only their best set of results is considered. This year's winner is Art Russell. Art won his Time Trials class in his GTV and finished third in his Concours class with his spider.

Finally, there's a special award given in remembrance of the man who dedicated much time and effort to get our Time Trial program started 40 years ago, and kept it running for long after that. He was Charlie Thieriot; the award is called The Charlie Cup. It goes to someone who has put in an unusual effort toward the success of our competition program. This year's winner has been Timing Director, Time Trial Director and Race Director, and a Driving Instructor. He's been instrumental in making our track program operate smoothly for many years, and continues to make every effort to keep it doing so. We are very pleased to award The Charlie Cup to Dennis Fibrow.

– Bruce Colby



Paul Blankenship

2011 Year-End Awards: Behind the Scenes

Now let's recognize the efforts of those workers without whom there would be no competition program, or if there were it wouldn't work as well or as efficiently as it does. Earning special recognition they are, in no special order:

Tony Presto – Tony is the Director of our High Performance Driving Education (HPDE) program on track days. He makes sure we have someone to teach the classroom sessions and that we have instructors for the students, plus he keeps track of how the students are doing. HPDE is a new program for AROSC and thanks to Tony, it has become a success.

Terry Watson – Terry W took over the responsibility of Competition Director in 2011 and has done a wonderful job keeping things moving in the right direction. He has also been responsible for getting our online registration process going at MotorsportsReg.com. Both jobs take a lot of effort so he was very busy in 2011.

Terry Major – Terry M has been working with the track organizations to make sure we have a full and well-

rounded schedule. Track time is at a premium in Southern California, so getting good event dates is a big challenge. Terry also helps write articles for *Alfacionada*.

Steve Hamilton – Steve has been our Director of Instruction of many years and he, along with his instructors, continue to put on what are probably the best driving schools in the southwest.

Sheila Kutkus – Sheila makes sure we have a decent hotel with reasonable rates, a nice place to go for Saturday night dinners and that proper paperwork is completed by those who go on track as passengers.

Paul Ellis – Paul has been our Director of Tech & Safety for many years, and in 2011 he took on the added responsibility of Race Director.

Paul Blankenship – Paul is not an “official” member of the Competition Board but he always makes himself available when we need some help or additional support in some area.

Norm Silverman – Norm is the one whom we rely on to help promote our events.

Mike Mckibbin – Mike M writes the track articles you see in *Alfacionada*,



Steve Hamilton

he also takes many of the pictures.

Mike Easterman – Mike E has been hanging around the track with us for years, and in 2011 he agreed to take on the responsibility of Time Trial Director, which is a big first step, but he seems to be handling it well.

Jodi Fibrow – Jodi has been doing all our track timing and scoring for several years now.

Doug Bender – Doug is a “behind the scenes” guy. He helps with classification issues, documentation updates, and in general provides good advice based on his experience as a Competition Director.

Fred Firschein – Fred started the year as our Concours Director, but his job took him away before the year was over. Doug McHattie stood in for him at that point, but for 2012 Norm Silverman and Jordan Lee will be handling the Concours.

Don Wagner & Joe Cobbs – These two guys have been helping with at-track registration in order to take some of the pressure off Terry W.

Dennis Fibrow – Dennis was another “behind the scenes” guy in 2011. As former Time Trial and Race Director, his input was invaluable. He has also been instrumental in getting



Bruce Colby presents The Charlie Cup to Dennis Fibrow (left).

our online registration data linked with our Timing & Scoring system.

Chris Mayring & Phil Guiral – have been consistent helpers with the instructional end of our track program.

Bruce Colby – Bruce has been helping bring Terry W up to speed as Competition Director and with whatever else he can. He is also the one responsible for our Club website.

Art Russell – Art has taken on the responsibility of classification. He also keeps track of our trophy needs. He and his wife also make their house available to us for our Annual Competition Board Meeting.

– Bruce Colby

World's Fastest Bookstore
Autobooks-Aerobooks
now at **2900 W. Magnolia**
Burbank, Ca. since 1951
818-845-0707
www.autobooks-aerobooks.com

RANCHO MIRAGE
2012 **DESERT**
CLASSIC
CONCOURS d'ELEGANCE



2012 Desert Classic will be AROSC Concours #1!
Feb. 25-26 in Rancho Mirage, CA

Featured Events:

- **Driving Tour to Joshua Tree** – Start the weekend off right with a leisure drive to this historic site
- **Lunch at the Schwartz'** – Bring your own favorite munchies; Bonnie will provide sodas, waters and setups!
- **Stay at the Best Western** – Book before 1/25 in order to secure your \$109 AROSC Group Rate! **1-760-340-4441**
- **Dinner at the McHattie's** – Prepare for a fabulous wine-down and to be wowed by the now traditional Dougburgers!





Join us **February 25th** for the **AROSC Concours #1** at the Desert Classic Concours d'Elegance in Rancho Mirage, California!

The setting for this year's classic is the beautiful **Westin Mission Hills Resort & Spa**, in the heart of the Palm Springs valley, it is renowned for world-class hospitality. Often recognized by prominent publications as one of the top destination resorts in the world, the 45-acres of lushly landscaped grounds and warm, perennial sunshine makes it an ideal paradise for this event.

There will be a marque corral for Alfa Romeo and the **registration is \$50** (one car, two people) and the **deadline is January 30th**. An entry form is available online www.desertconcours.com/club-corral-form.htm.

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.

Afterwards, 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 January 25th** 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. Awards are scheduled to be presented after the lunch break.

For more info & to RSVP, contact Margi Brown-Orozco at **margibrown@thekernorg.com** or **818-449-9934**

AROSC Concorso #1, Celebrating 50 Years

February 26th, 2012, in THE ALFA ROMEO CORRAL at the 2012 Desert Classic Concours d' Elegance

Our new Direttore di Concorsi, Jordan Lee will be introducing our one-page, simple-to-understand-and-prepare-for AROSC Judge's Scoring Form.

1 – Procedure

a) When arriving at the Desert Classic (registered for Corral Parking) look for the AROSC banner and follow directions for car placement.

b) When parking, you will be asked if you wish your car to be judged (classes listed below), and when you say YES, you will be asked for \$10 to defray the cost of awards and you will be given a "CLASS JUDGE'S SCORING FORM" with your assigned number which will be recorded.

Please fill in the pertinent information and place on your windshield. The judges will fill in your scores and leave plethora of commentary – or not.

c) Please arrive by 9:30 so you have some time to take the grass off your tires before the judging starts at 10:00 AM.

2 – Basic Rules and Guidelines

a) Cars are meant to be driven and emphasis will be on originality and authenticity.

b) If you are a judge, a great way to really appreciate nostre macchine belle, you will not be asked to judge your own car or any car that with which you have had a previous affair.

3 – What is judged *(Total Pr. Value 100)*

a) Spiders can be judged with the top up or down (the judge needs only to make sure it is there and correct).

b) Trunks will not be judged, but there will be a category called "Complementary Elements" and a Drivers/Owners Manual, First Aid Kit, Highway Safety Equipment, Fire Extinguisher, Magazine / Articles / Ad Brochures and Vehicle Specific Memorabilia can add up to 5 points.

c) The judge will ask you for a little information about the car and explain the sequence of the judging which will start with a walk around the car. At various times the judge will ask you to open things, start the engine, turn on your headlights (low and hi beam), parking lights, back up lights and directional signals.

4 – Classes

a) A very special class for cars as old or older than AROSC: Pre-1962 Open, Pre-1962 Closed

b) Spiders

c) Closed Coupes, and Sedans

d) Track Competition Vehicles – Time Trial and Race Prepared.

e) Daily Drivers – Vehicles used more than a two days a week for commuting or as your primary vehicle.

5 – Awards

a) There are points awarded for First, Second and Third Place that will count toward the Year-End Overall Competition Championship.

b) Regardless of the number of people in a class, there will be a physical award presented to First, Second and Third place.

– Norm Silverman

Alfa Parts

www.alfapartscatalog.com



Largest online catalog of original parts and accessories with factory part numbers, images, parts diagrams, online ordering!

- ▶ *Original parts and hard to find NOS.*
- ▶ *Rebuilds, sheetmetal, restoration and aftermarket parts.*
- ▶ *High performance components.*
- ▶ *Full line of Alfa Romeo Factory gifts, accessories and collectables.*
- ▶ *Prompt worldwide delivery.*

From Giulietta to 164, factory authorized Alfa Romeo parts provider, over 30 years of exclusive Alfa Romeo experience.

***Jon Norman, Ruth Ann Yager
800 890 ALFA (2532)
510 525 9435***

www.alfapartscatalog.com

Alfa Romeo
Owners of Southern California



WILLOW SPRINGS RACEWAY
SEPTEMBER 8-9, 2012



AROSC TT & RACE 40TH ANNIVERSARY
+
AROSC 50TH ANNIVERSARY

EVENT HIGHLIGHTS

- **ALFA CUP FEATURE RACE BOTH DAYS**
- **FOUR (4) 30-MIN. SESSIONS BOTH DAYS**
- **SOUTHERN CALIFORNIA GTA REUNION**
- **TRACK TOUR FOR ALL ALFA ROMEOS ATTENDING**
- **ALL VINTAGE RACE-PREPARED ALFAS WELCOME**
- **SATURDAY NIGHT DINNER W/ GUEST SPEAKERS**

Register now at: <http://www.aroschpd.org/>





Auto Metal Works

2312 1/2 R W. 2nd Street, Santa Ana, CA 92703

714-953-3020

GARY TODISCO



A & A IMPORT SERVICE

2ND GENERATION FACTORY TRAINED PERSONNEL

511 Richardson Avenue
Santa Barbara, CA 93103

Emilio Valsecchi, Jr.
Owner

(805) 966-2498
email: aaimport@cox.net

Lancia

Alfa Romeo

FIAT

Santo's Italian Car Service

Santo Rimicci
8816 Amigo Avenue
Northridge, CA 91324

Telephone
(818) 701 - 1614

Monday thru Friday 8 to 6, Saturday 9 to 3

Classified – Parts For Sale

2000 GTV parts: Fuel injection pump \$150. Thermostatic actuator \$50. Fuel injection lines and injector set \$50. Alternator and voltage regulator \$50. Head gasket set (New) \$20. Shankle heel & toe kit \$10. Front grille w/ emblem and headlight rims. \$100. Brembo front disc (New) \$35. Tool kit in original case (like new) \$40. Left/right door handles w/key. \$60. Oil pumps \$50. Call Alex at 949.497.1487 or rbirac@cox.net (Laguna Beach).

1991 164 – 139K w eng rbl'd @ 100K. Time Belt with 5K. CA car. Auto trans. Wants to cruise 70+ @ 20+ MPG. Interior good, A/C cold with good step motor, all electronics, lthr seats, sun roof, windows, dash, rear window def + shades, color white. Trans close to rebuild time. \$1800 OBO. Call 818.427.2054.

Classified Advertising

Classified (non-commercial) ads are accepted and published as a free service to members, and for \$10 per insertion for non-members. Content must be Alfa-related and/or of special and specific interest to the membership. Deadline for ad art files to be received by the editor is the 25th of the month before publication.

Commercial Advertising

Display space may be reserved and purchased at any time during the year. Rates are for 12 months and are renewable upon receipt of invoice. Now that the publication is electronic, advertisers may take advantage of bonus circulation available when posting their logos and links to the Club website, arosc.org. Deadline for ad art files to be received by the editor is the 25th of the month before publication.

Annual Costs, Color or B&W:

Full Page \$275

Half Page \$150

Business Card/1/4-page \$100

Please contact Advertising Coordinator Jim Barrett at info@arosc.org for a detailed rate card and complete advertising information.

MEMBERSHIP APPLICATION

Alfa Romeo Owners of Southern California

Dues for a one-year membership in the Alfa Romeo Owners of Southern California (AROSC) and the Alfa Romeo Owners Club - US (AROC) are \$70. Please fill in the information blanks in this form, clip and mail with your check, payable to Alfa Romeo Owners Club, to Alfa Romeo Owners Club, P.O. Box 12340, Kansas City, MO 64116-3040. You may also join online using your credit card by visiting aroc-usa.org, or by telephoning 877.399.2762.

NAME _____ SPOUSE _____

STREET _____ CITY _____ STATE _____ ZIP _____

HOME PHONE _____ WORK PHONE _____

E-MAIL _____ ALFA(S) OWNED _____

AROC MEMBER # (IF APPLICABLE) _____ CHECK ENCLOSED FOR \$ _____

Affiliation/Subscription

Non-AROC members, automobile enthusiasts, industry friends and special associates may subscribe to Alfacionada for \$20 per year, and attend meetings and events. To become an affiliate/subscriber, or renew your affiliation/subscription, send this form with a check payable to AROSC to AROSC Treasurer, 27152 Paseo Del Este, San Juan Capistrano, CA 92675

*Alfa Romeo Owners
of Southern California
20072 Cove Circle
Huntington Beach, CA 92646*

Change Service Requested



Our 2012 Calendar of Events

February

18-19 Driving School, Streets of Willow.

25 Desert Classic Weekend: lunch w/Schwartzes, dinner w/McHatties.

26 Desert Classic + AROSC Concours #1. Westin Mission Hills Resort, Rancho Mirage.

March

17 General Meeting at the Petersen Museum.

31 Driver Education, Time Trial, Race and Enduro at Buttonwillow, joint event with NCRC.

April

1 Driver Education, Time Trial, Race and Enduro at Buttonwillow, joint event with NCRC.

14 One-day Road Tour to Ojai; RSVP by March 30!

May

19 Spring Driving Tour: Mountain Majesty or Coastline Cruise? Details to come in a future issue!