

# *Alfa Romeo*

## Newsletter of the **Alfa Romeo Owners of Southern California**

April 1998 •



**In This Issue: "Curse You, El Nino",  
"The Newbie vs The Signal Return", ...**

### Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm in the Europa Room at Veterans' Memorial Park in Culver City. In November the meeting will be held on the last Friday if there are two Fridays after Thanksgiving, otherwise it will be on the Friday prior to Thanksgiving. A holiday party is held in December in lieu of the General Meeting that month.

Numerous special meetings and events are also held throughout the year. Check the Calendar information on the outside back cover for an overview of the year and review *Alfacionada* for details of events planned for the near future.

### AROSC Mailing Address

*Alfa Romeo Owners of Southern California*  
Post Office Box 3621  
Granada Hills, CA  
91394

### Membership Information

See the inside back cover of *Alfacionada*.

### Important Deadline & Info!

Please send classified ads, articles, letters, and photographs to the Editor in time to arrive before the 20th of the month 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, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscriptions to this newsletter are included as part of the annual AROSC membership fees.

### 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.

### Commercial Advertising Rates

Full page	\$500 per year
1/2 page	\$275 per year
1/4 page	\$150 per year
Business card	\$100 per year

### This Month's Cover

At the first AROSC Time trial of 1998, Paul Blankenship provides us with a very different perspective of Fabio Garbini's *GTV*. For more on the Time Trial, see the article which starts on page 16.

*Photo by Randall Higa.*

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# AROSC Previews

What to expect at coming events

## AROSC Driving School at the "Streets of Willow" - 2 and 3 May

Want extensive and expert training in car control plus lots of track time? Think that AROSC Time Trials sound like lots of fun, but you don't want to jump into that scene without preparation?

Have we got a deal for you! Come to "the best bargain in high-performance driving you will find anywhere" - the AROSC Driving School.

## Muckenthaler Charity Car Show - 17 May

Attention all Alfa people: We have been invited to a car show in Fullerton, CA called the "Muckenthaler Motor Car Show."

This will be the fourth annual edition of this event, which is a fund-raiser for charity. It will be held from 10 am to 4 pm on 17 May in a stunning setting on an 8.5 acre historic hilltop estate. Many marques will be represented and we're coordinating with the Orange County Chapter of AROC to have a joint Alfa area where all of our cars will be on display together.

This is not an Alfa club judged event. However, you can go and just show your car, or you can choose to have it judged by the car show. For information, call Patty at 714-565-6926. The entry fee is \$25.00 per car. Spectator entry will be \$10.00 with free admission for children 12 and under. Note that your entry fee includes admission for two, so the cost of adding your Alfa to the show is only \$5.00 more. Look for the entry form insert in this issue of *Alfacionada*. All proceeds go to charity.

It is held at the Muckenthaler Cultural Center on Malvern Ave, just north of Chapman Ave, the cross street is Euclid St. just off the 5 and 91 freeway. See you there!

## AROSC General Meeting - 29 May

Join us for May's general meeting and an evening of Alfa-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, "For Sale" and "Wanted" announcements, etc., we'll have a special program. As usual, the meeting time and location are located on the top of page 2 of *Alfacionada*.

Please note that our regular room for the general meeting has changed from the one which we had last year. We now meet in the Uruapan room at Veterans' Memorial Park.

## AROSC Concours - 20 June

Our second Concours of 1998 will be held at El Dorado Park in Long Beach. Arrival time for competitors should be 9:00 am and judging will start promptly at 10:00 am. Planned categories include open car class, closed car class, special class, and unrestored original class.

All models are welcome, and whether your Alfa is a daily driver or a garage queen, there's a place for it at this fun, low-pressure event. Even if you don't have a car to enter, come along and enjoy the cars, the people, and -- of course -- the park.

## Going to Santa Fe for the 1998 AROC Convention? A number of other SoCal members are also going. Interesting in caravanning?

If so, contact Charlie Schwartz at:  
(818) 760-0189 voice (studio)  
(818) 763-3903 voice (house)  
(818) 766-8569 fax  
e-mail: [pottree@aol.com](mailto:pottree@aol.com)

Look for an entry form and directions to the event in the May issue of *Alfacionada*. Until then, mark the date on your calendar so that you can avoid conflicting commitments!

**AROC 1998 National Convention in Santa Fe, New Mexico - 25 to 28 June**

See page 4 for a summary of the schedule of activities at this year's AROC National Convention.

## AROSC General Meeting - 26 June

Join us for June's general meeting and an evening of Alfa-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, "For Sale" and "Wanted" announcements, etc., we'll have a special program. As usual, the meeting time and location are located on the top of page 2 of *Alfacionada*.

## AROSC BBQ and Tech Session - 26 July

Join us for a great Alfa Tech Session and picnic/BBQ with supplies provided by AROSC. Festivities will be held at Paul Blankenship's home in the San Fernando Valley. Details will follow in future issues of *Alfacionada*.

## Sagging Doors

Coping with a common malady of the 105 GTV

by Bo Monroe - from the Internet

>My driver's side door sags a little (about 3/16 of an inch).  
>I am a rookie and before I dream up a solution, can anyone  
>help me out? What is the easiest way to fix this?

This is a fairly common malady with the Bertone coupes. The doors on my '67 GT Junior sagged terribly when I bought it several months ago. Had to lift them to close them. The cause is the hinges — they are made of aluminum and the bosses wear out; poor maintenance no doubt exacerbates this. The fix is pretty simple — replace them. The upper hinges are obviously more critical than the lowers.

To remove the hinges you need a large Phillips screwdriver, or for later cars (including yours, most likely), the correct hex wrench. Remove the hinges from the car, not the door. You'll need to disassemble the stop to open the door fully in order to gain full access to the outer screws.

Soak the threads for several days before attempting to turn the screws. You can get to the threads from behind (to apply penetrant) if you remove the kick plate trim and the vinyl beneath. You'll need patience and some sort of cobbled up snaky tube apparatus to get penetrant on the upper hinge screws from behind.

Before removing the screws, fit the driving tool squarely (hex socket or screwdriver) and give it a good whack (straight on) or seven. Assuming your doors are otherwise adjusted for fit pretty well (mine weren't) mark the position of the hinge before taking them off.

I was fortunate to find a set of NOS hinges for the drivers side, and a good used upper for the passenger side. The results were most satisfying. BTW, the hinges can be rebushed, but it won't be cheap — used hinges will probably be more reasonable.

## AROC Convention Schedule of Events

### Thursday, June 25

AROC Board Meeting, 9:00 AM until done, Ft. Marcy Conference Room

Registration, all day, Fort Marcy Hotel Suites

Hospitality Suite, 11:00AM to 7:00PM, Sweeney Convention Center (SCC)

Art By & For *Alfisti*, all day (SCC)

*Alfa Romeo* Goodies Room, all day (SCC)

Welcoming Cocktail Party, 5:00PM to 7:00PM (SCC)

### Friday, June 26

High Roads Rally de New Mexico, 8:00AM to 12:00 AM (SCC)

Newsletters Editors Seminar, 1:00 PM to 2:30 PM (SCC)

Chapter Operations Seminar, 2:40 PM to 4:00 PM (SCC)

Hospitality Suite, 11:00AM to 7:00PM (SCC)

Art By & For *Alfisti*, all day (SCC)

*Alfa* Models Concours, all day (SCC)

*Alfa Romeo* Goodies Room, all day (SCC)

Art Gallery Tour & Hors d'Oeuvres, 5:00PM to 7:30PM

### Saturday, June 27

Autocross, 8:00 AM to Noon, New Mexico State Police Pursuit Course

Tech Sessions & *Alfa* History Seminar, 1:00 PM to 5:00 PM (SCC)

Hospitality Suite, 11:00AM to 5:00PM (SCC)

Art By & For *Alfisti*, all day (SCC)

*Alfa Romeo* Goodies Room, all day (SCC)

Banquet with special guest speaker Denise McCluggage, 7:00PM (SCC)

### Sunday, June 28

Concours d'Elegance, 8:00 AM to 12:00 Noon, Santa Fe Plaza

Awards brunch, 1:00 PM to 2:00 PM (SCC)

Concours critique for members, 2:00 PM to 3:00 PM (SCC)

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## *The Belated Thanks Department*

by *Charlie Schwarz, AROSC President*

I had quite a surprise the other day when the letter carrier came to the door bearing a plain white envelope. Inside I found a treasure trove of documents from our Club's early days sent by a former officer recently returned from an archeological dig.

Among the relics revealed is a copy of our chapter's original Articles of Incorporation, long believed to be mythical, as filed with the California Secretary of State on May 9, 1962. According to the Articles, AROSC has 10 purposes. It strikes me this is a good time to see how we're doing in following those original precepts some 36 years down the road:

1. *To encourage the efficient and proper operation and maintenance of Alfa Romeo automobiles.*

I'd say we're pretty much on track here since this still is the Club's number one priority. The legal filing doesn't mention how much fun we have doing it and what good and lasting friendships develop in the process, but then you know lawyers.

2. *To circulate technical information regarding such automobiles.*

Imagine how members in 1962 would react to the tech information about the late model cars – and how pleased they'd be to know members can still turn to the Club for in-depth information about still-cherished 1962 and earlier models, parts, history, and the accumulated wisdom of the ages. And think of their faces if they overheard us blithely discussing space-age marvels like on-board computer systems and catalytic converters!

3. *To seek out and exchange among the membership and others technical and mechanical information regarding such automobiles.*

Our purposes and activities still haven't strayed far from the founders' original intentions, but I can't help thinking we've seen quite an arc from then to now: back in '62 we relied on each other just to keep the cars running. Later, more dealers and independent service shops made *Alfa* ownership a somewhat less esoteric undertaking. Now, only the most adept can even consider working on the newer cars themselves and the factory has abandoned us, perhaps forever. If anything, Club membership is even more important now than in 1962 for the continuing enjoyment of your *Alfa*.

4. *To organize activities involving such automobiles.*

Just glance at the calendar on the back cover of *Alfacionada* and you'll see the Club has more activities this year than in any prior

year – and there's even more to come! The nature of our events has changed somewhat over the years (when was the last time we had a real TSD rally or a spaghetti cookoff?) but our camaraderie and shared passion for the marque remain untarnished.

5. *To promote and encourage safe driving upon the public highways.*

If our acclaimed driving schools don't meet this objective, I don't know what does.

6. *To receive property by devise or bequest, subject to the laws regulating the transfer of property by will, and otherwise acquire and hold all property, real or personal, including shares of stock, bonds, and securities of other corporations.*

Here, we may have missed the boat. I know of nothing of value left to the Club (that should not prevent you from remembering AROSC in your will, if you so desire!), and we don't hold any financial securities. We do have a club library of technical and historical publications, as well as a nifty inventory of raffle prizes. I'm happy to report that by dint of tightwad management practices the Club operates in the black... and as I mentioned last month, our membership is once again on the rise.

7. *To act as trustee under any trust incidental to the principal objectives of the corporation, and to receive, hold, administer, and expend funds and property subject to such trust.*

I wonder if the change in the raffle program's money box counts?

8. *To convey, exchange, lease, mortgage, encumber, transfer upon trust or otherwise dispose of all property, real or personal.*

Did I mention our really neat raffle prizes?

9. *To borrow money, contract debt and issue bonds, notes, and debentures, and secure the payment or performance of its obligations.*

We're allowed to do this?! And we've been following that old saw, "Neither a borrower nor a lender be." Well, once in a while there's a little temporary loan to buy the coffee and donuts...

10. *To make contracts; and to do all other acts necessary or expedient for the administration of the affairs and attainment of the purpose of the corporation.*

Without going into the sordid details, like everyone else we've done some things that seemed expedient at the time, but it all ways turned out all right in the end. And we have made a commitment for the Urapan meeting room at Culver City Veterans

Memorial Park for our monthly meetings through the end of the year. In for a penny, in for a pound – as long as we've got the room, hope to see you there!

In all, I think we've done pretty well in holding to our original principles and purposes these first 36 years. What do you think?

And although it's a little late, let's thank the people who got it all started, AROSC's original officers:

Ed Gustin, President (Santa Ana)  
Richard Miller, Secretary (Balboa Island)  
Ted Medley, Vice President (Manhattan Beach)  
Karl Flenn, Membership Chair (El Monte)  
Bob Nerrell, Technical Chair (Lakewood)  
Larry McCammon, Activities Chair (Rosemead)  
Jon Clemens, At Large (Bell)  
Don Seiveno, At Large (Costa Mesa)

-30-

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# The Newbie versus The Signal Return

OR - The Spring goes BOING, BOING, BOING

by Scott Johnson - from the Internet

After an extended absence, the Newbie returns!

My current car, a gorgeous white 1750 Spider, makes me proudest because everything Works. Even dumb stuff like the door buzzer and the dome light function as if new. So while most *Alfisti* who own cars of this vintage might consider a turn signal return failure a small thing, to me it was Intolerable Stuff, and should be fixed. (Ever heard of the "slippery slope"? I had visions of driving a white version of my silver Spider [mayitrestinpeace]. Whoever thought owning an Alfa would make you neurotic?)

Anyway, I had from prior experience with my Silver '74 [mayitrestinpeace] that the return on early Spiders is controlled by a cheesy spring. I figured that the spring hadn't broke exactly, because it would successfully return when turning right, but not when turning left. Quite amazing how often you notice left turns when they remind you something is wrong with your car.

So, Saturday rolls around and after taking SWMBP to work, I get out my tools to see what's up with this thing.

## TOOLS YOU WILL NEED FOR THIS REPAIR:

- 1) A common hex key set. I know those screws are metric, but a smallish standard key did the job.
- 2) A set of needlenose pliers or needlenose vice-grips (vice grips are better).
- 3) The longest, thinnest auto spring you can get your hands on (more on this later).

## NICE TO HAVE BUT NOT NECESSARY:

Steering wheel puller

So, fresh from my bout of "checkbook mechanic guilt", I set to work.

There are five hex bolts on the underside of the column clamshell. Remove these and remember which one went where, as at least one is substantially different than the rest. Carefully remove the clamshells to reveal the switch.

Now, it all depends just how fragged you are as to what you will see at this point. My inspection revealed a very long, very small spring that wrapped around the steering column (which is only about 1" in diameter at this point) and attached to the signal stalk at each corner with what looks for all the world like two tiny Christmas tree ornament hooks.

To visualize what I was looking at, and what you should be looking at after a repair, take the number 8, set it on its side ("and it's a symbol meaning, in-fin-it-eeeeee"... sorry folks, Schoolhouse Rock flashback), and cut one half of the left side circle. The right side circle wraps around the column, and the left side "ends" attach via the X-mas tree hooks to small eyeholes on the stalk base, which is flat and triangular.

Ok. In my case the top curve of the spring had been overextended, looking like a tiny version of a slinky that had seen too many 3-year olds. Tension was too low to return the lever on a left turn. At this point I got that sinking: "Oh-god-now-I-need-discontinued-Alfa-part-number-105.10124433572981- where-the-hell-am-I-gonna-get-one-of-those" feelings we get when faced with an obscure and not-often-repaired part of our babies.

While I was trying to remove the spring, I made *Newbie Mistake #1*:

Not removing the fuse that controls the turn signals.

I found out an important note:

REMOVE THE FUSE CONTROLLING THE TURN SIGNAL (third fuse from the left) BEFORE ATTEMPTING TO REMOVE SPRING. I still have a burn on my fingertip from learning this lesson. *Alfa's* bite!

Anyway, after "disarming" the system, the spring hooks came off with some careful prying. With my steering column in pieces, I headed up the street to the local parts store to see what I could find.

While wandering the isles of the parts store (surely Most Relaxing *Alfisti* activity #7), what do I come upon but a whole section of tiny SPRINGS!!! Wouldn't you know, my failed spring wasn't discontinued-Alfa-part-number-105.10124433572981, but rather was generic-spring-type-XXXXXX (forget the number). Not quite sure which was which, I bought a few different sizes (\$3 each) and made my way home.

## Newbie Note #2:

Those springs are generic, but those clips probably aren't. KEEP UP WITH THE CLIPS. They look like little Christmas tree ornament hooks, but are made of STIFF, STIFF wire and might be tough to duplicate.

Attach hook #1 to spring end #1. Attach hook+spring to TOP of turn signal. This is where it might be nice to simply remove the steering wheel, as you'll get better access. But if I did it without that luxury, you can too.

**Newbie Note #3:**

It is possible to "hyper-extend" the turn signal past its detent in either direction. To give yourself maximum spring extension, carefully move the signal stalk OVER the top detent (left turn direction). Attach #2 clip to other end of spring.

Pull the spring as far straight out as you can with your bare fingers ONLY. Wrap the spring completely around the steering column once. Use the needle-nose-vicegrips to hold this extended spring. Be very careful not to use too much force, as you don't want to crush the spring. You'll need maximum extension because the spring is by design just barely long enough to do the job.

Now comes the tricky part. Common sense would say that you want to push the turn signal into its hyper-extended DOWN position so the hook will easily reach the eye. This is where I made **Newbie Mistake #2:** Don't hyper-extend the spring.

Pulling the handle down will hyper-extend and ruin the spring, putting you right back where you started. You'll just have to make do.

This is the toughest part of the project. The spring might slip, going SPROY YOINGGG and threatening to sling your price-less second clip to goodness knows where. Be careful, and patient, and you'll be able to slip the hook into the eye.

**Newbie Note #4:**

After successfully hooking things up, VERY, VERY CAREFULLY apply tension to the bottom hook by holding the spring with your fingers, releasing the vice grips, and letting the tension gradually out with your fingertips. If you SNAP it, the spring will come loose from the bottom hook and you'll have to do it all over again.

Now, so as to not hyper-extend the spring again, make sure that tension is evenly distributed over it BEFORE you attempt to move the lever. Then slowly and very carefully bring the lever down, making sure that you help the spring by "scooting" the other side with your finger until the lever is at its "rest" position.

That's it! Now, grin very large as your turn signal return works just like the day it was new!

Putting the clamshells back on is a pain because its tough to get everything lined up. Make your job easier by just threading the bolts on a few turns and squiggling everything around until all the bolts are in. Then tighten things up. A little Vaseline or other lube along the edge of the clamshell will help prevent creaking.

I am of two minds as to whether you should lubricate the spring at this point. The system works with friction, and therefore oiling would seem counter-productive. However, as we have seen, too much friction hyper-extends the spring. I have left mine dry for now, and we'll see how long it lasts.

This was the easiest Newbie repair I've made so far. Go out and try it yourself!

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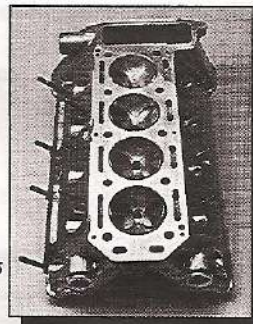
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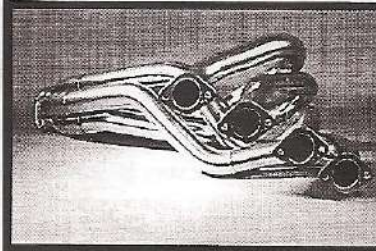


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# Milano Instrument Cluster Removal and Tach & Speedo Adjustment

by Colin Verrilli and Dana Loomis

I was getting some strange noises from within the instrument cluster of my Milano. This and the fact that I suspected that my tachometer was reading low prompted me to take a closer look inside the instrument cluster. Dana Loomis provided me (through the "net") with some step by step instructions on how to remove the cluster. Here they are with some additional comments of mine concerning cluster disassembly, tachometer adjustment and speedometer adjustment. The first section might be useful for replacing burned out instrument bulbs too.

## Instrument Cluster Removal

To get access to the cluster containing the speedometer, tachometer, and other gauges in order to change bulbs or service the instruments, the entire plastic pod that holds the cluster, the ARC panel, and the clock must be removed. The plastic shell of this pod is riveted to a metal frame, which is screwed to the main dash assembly and the firewall at the left and right ends. Removing the pod is a matter of removing the screws and disconnecting the wires.

1. Remove the ash tray to expose the two screws holding the ARC panel. Remove the screws and pull out the panel, letting it hang by its wires. The metal frame supporting the instrument pod is visible in the hole behind the ARC panel; remove the screws at the top and bottom of each end (3 total).
2. Pull off the plastic trim piece around the cigarette lighter; on US cars, this has the word "milano" on it. Remove the two screws
3. Pull out the small storage box just above the fuse panel and remove the two screws at the top of the hole.
4. Pull off the accessory pod containing the switches at the left side of the instrument panel and disconnect the wires. Care must be taken when removing the left pod. DO NOT stick a screwdriver behind the pod and pry. There is a back plate that is screwed on to the instrument frame. Instead, try to get a small screwdriver between the pod case and this backing plate. Once removed, reach down into the hole and remove the screws at the top and bottom of the supporting frame, as on the right side (two total). A long screwdriver is helpful here. It is not necessary to remove the right pod.
5. Push the ARC panel through its hole (or disconnect it). The instrument pod can now be lifted up and forward a short distance to give access to the rear of the cluster. The screws holding the instruments into the pod and the wiring are accessible at this point. The bulbs for warning lights and instrument lighting are pushed into the back of the cluster.

The manual seems to say they can be replaced without disconnecting wires, but most of them would be hard to reach. Removing the entire assembly requires only disconnecting the remaining wires and lifting it out.

If you're faint at heart or you just wanted to replace some burned out bulbs, you can stop disassembly here. The small bulbs in the ARC and the lighted switches will accept Phillips #74 bulbs. The instrument cluster illumination bulbs can be purchased from your friendly Alfa parts person. Reassembly is just the reverse. A magnetic screwdriver is helpful for the screws behind the pod.

## Disassembling the Instrument Cluster

To remove the plastic cover from the cluster, You must remove a plastic strap which feeds power to the cluster lights. This is held in with two small screws. You must also pull off the odometer reset button. The cover can then be unsnapped from the instruments.

At this point, the adjustment for the tachometer is accessible through the gap behind the top of the tach face plate. The pot can be rotated with a small screwdriver. Clockwise decreases the tach gain. Of course, you'll need to use a rev counter to calibrate. Reattach the wires and calibrate away... you may need to re-zero the needle to get true readings all the way up the scale. If you want to lubricate the moving pieces, you'll have to remove the tach and the speedometer from the case.

Pull off the needles (noting the position). Unscrew the face plates. The speedo is held in by three screws with rubber grommets. The tach is held in with two screws and three small bolts. All are on the back of the case. The tach and speedo can now be lubricated (lightweight oil). If you want, the speedo can be disassembled further for better access to the motor, shafts. I would not remove the spinning magnetic disc attached to the motor. If improperly aligned, it can cause inaccurate readings. Clean off the disc removing any steel shavings.

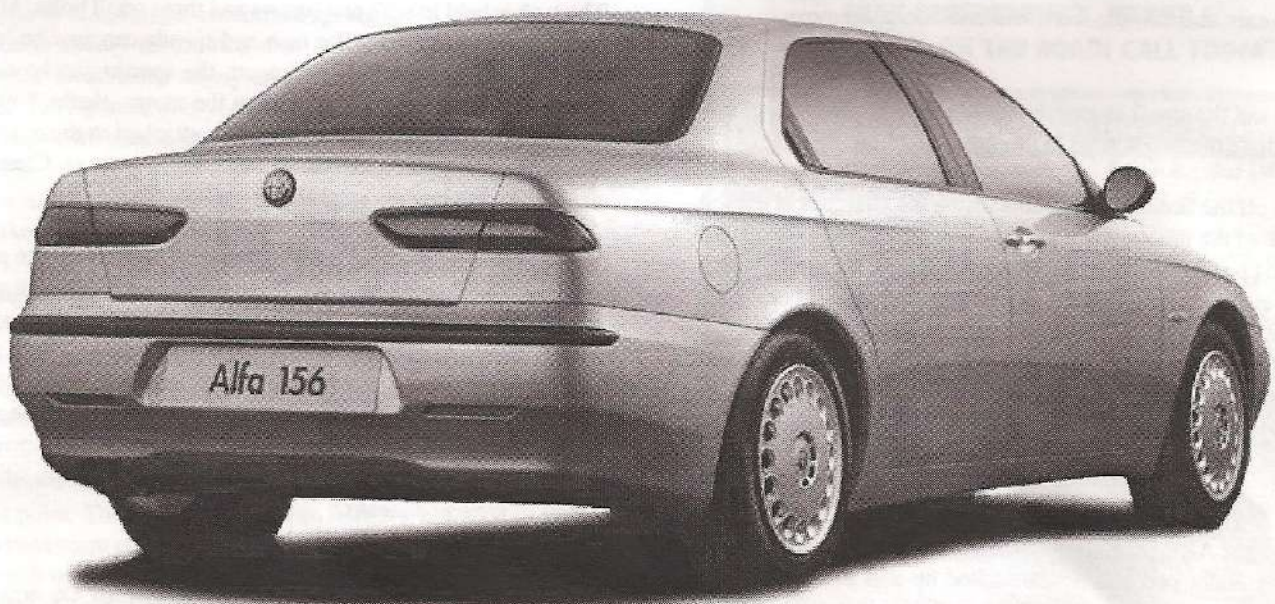
When replacing the needles, it's important to "zero" them properly. I found that the tach needle should point to 500rpm when the engine is off (but check what yours is before you remove it). You'll have to verify with a rev counter. The speedo should point to 0, but there is a stop at 10mph...so align at 0, push on a little, move past the stop and then push on the remainder of the way. The rest of reassembly is fairly straightforward. I also lubricated the plastic where the frame meets the dash with some silicone spray to prevent squeaks.

## Results

The noises are gone. But the best part is that my car now revs right up to 6300rpm before the rev limiter kicks in...a whole lot better than the doggish 5500rpm before. A real performance improvement! Er...at least it seems so.

# **An Alfa We Can Only Dream Of**

*What we are missing because Alfa Romeo left the country*



# Rallies For A Sunday Afternoon

Some information about the weekend offerings from SMSCC

by Jay Negrin

The latest rally schedule has been released. In addition to the monthly Friday night rallies organized by the Santa Monica Sports Car Club, there will be seven daytime, weekend rallies for you entertainment and enjoyment. These are time-speed-distance (TSD) rallies, not races. The object of the competition is to drive at controlled speeds over public roads on a course not known to the contestants ahead of time.

You, the contestants, are expected to maintain the assigned speeds, and show up at checkpoints (the locations of which are also not known to you) along the way. Your score will depend on how close to the calculated correct time. You are penalized equally for being late or early to each checkpoint. And no - you cannot make up for being late at one checkpoint by being early at the next.

The daytime events start at different locations through out the area, from Orange County to Santa Barbara. This helps ensure that you get to see different roads in other areas of Southern California. Considering that these are daytime events, and rallies usually run over roads that are generally not well travelled, this is a good way to experience interesting roads you may not otherwise get to see.

The average daytime rally is about 125 to 150 miles long. They start at 10 AM and run for 5 hours or so, including a lunch stop. They finish (usually) at a pizza place because of the generous seating. Also, you can enjoy food and beverage and the company of other contestants while waiting for scoring and trophy presentation. Classes are available to entries of all skill and equipment levels from novice to expert; from low key to high anxiety.

These daytime events are put on by different organizations, but information is available through a single contact person, Jeanne English. Her phone number is (310) 372-7168. She also on line, and accepting email at [jean21@juno.com](mailto:jean21@juno.com). Of course, you can also contact me for more help, if you wish.

Below is the (mostly) Sunday Rally Series calendar for 1998.

Day	Date	Name of Rally	Start
Sat	Apr 18	???	Montecito
Sun	May 3	A-May-Zing	Corona (?)
Sat	Jun 27	???	Orange County
Sun	Jul 10	Prime-Time	Santa Barbara
Sun	Aug 16	Mulligan Stew	B of A - Anaheim Hills
Sun	Sep 13	Eureka	B of A - Mission Hills
Sun	Nov 1	Great Pumpkin	B of A - Mission Hills

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*A Celebration of Italian Style*



They looked like a set design for *Madame Tante* at the *Chocolate Paradise*

# Curse You, El Nino !

*A Wet Time Trial Weekend at Sears Point*

*Text and photos by Randall Higa*

"We're going to run!"

This was the battle cry given by Charlie Thieriot, *AROSC* Competition Director, in the Sears Point meeting room on a very rainy El Nino Saturday morning. Like obedient soldiers, we all got in line for registration, and then a parade of cars lined up in the pouring rain for tech inspection. While we waited for the downpour to end, Steve Hamilton gave a chalk talk on driving on the Sears Point track based upon his "cyber" driving experience on his computer and NASCAR software.

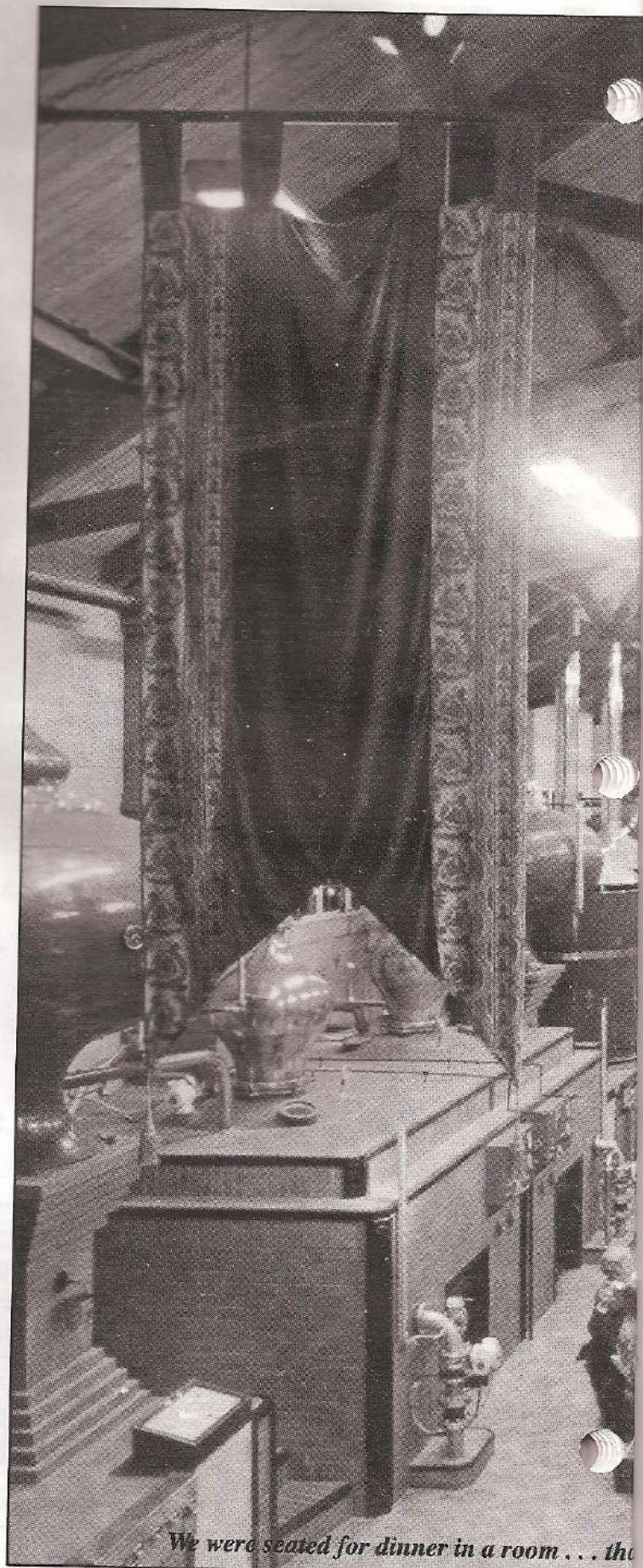
Alas, the intensity of the rain increased as we watched the front straight become mightier than the muddy Mississippi. Watching an SUV drive around the track established that the depth of the water was more appropriate for jet skiing than for driving land-based *Alfa Romeos*. The deciding blow came when the traffic cones and someone's front door began to float downstream, er, up the front straight. Anyone for Amphicar racing? The management at Sears Point finally gave in and told us that we would not be able to run for the weekend.

Since this was such a tremendous letdown for some of us, we decided to try and drown our sorrows at a few local wineries. The first one we happened upon was Roche, not too far from the track. Due to the weather, their tasting room was empty, and we got royal treatment from the staff. We felt as grateful as lost sailors washed upon the shores of a paradise island.

Not only did they have us taste everything on their standard list, we also tasted the reserve wines and barrel tasted some terrific candidates for the class of '98 and beyond. One of the more interesting wines was christened, "El Nino Vino," a blend of Merlot and Petite Syrah that had been mistakenly mixed together.

Even though we weren't able to run on the track, most of us stuck around for the gala banquet on Saturday evening. Brad Gray again outdid himself by hosting the *AROSC* at his place of employment, the Careros Alambic Distillery, where some of the world's finest (trust me on this) brandies are made. Before dinner we were treated to a tour of the facility that included a viewing of several hundred oak barrels containing a cool \$100,000,000 worth of spirits.

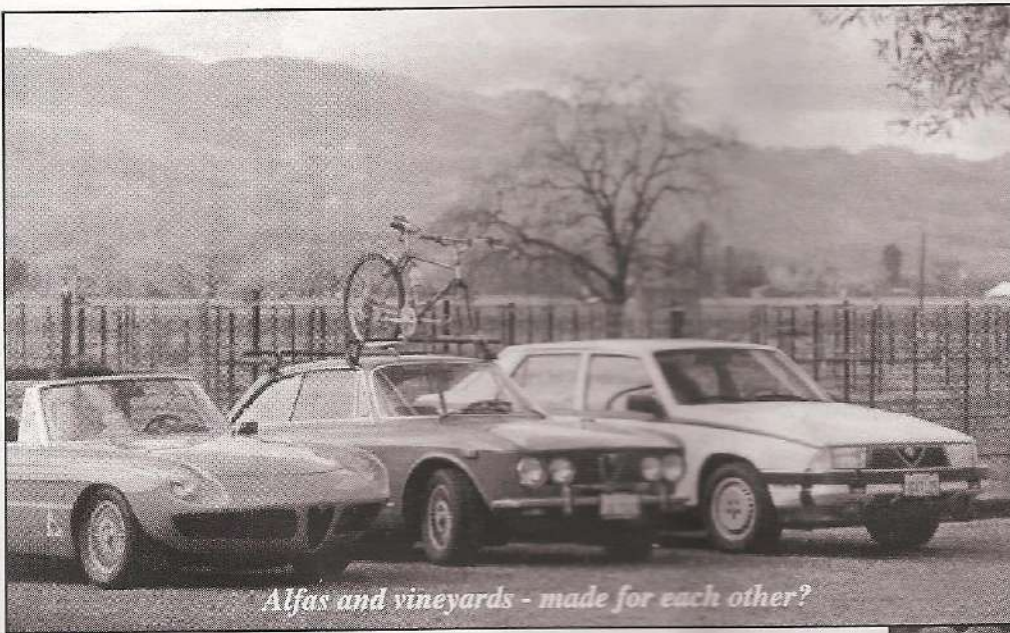
*We were seated for dinner in a room surrounded by enormous French-made, copper pot stills that looked like a set design for "Jules Verne meets Willy Wonka at the Chocolate Factory."* Brad also arranged dinner with



*We were seated for dinner in a room . . . the*



*looked like a set design for "Jules Verne meets Willy Wonka at the Chocolate Factory."*



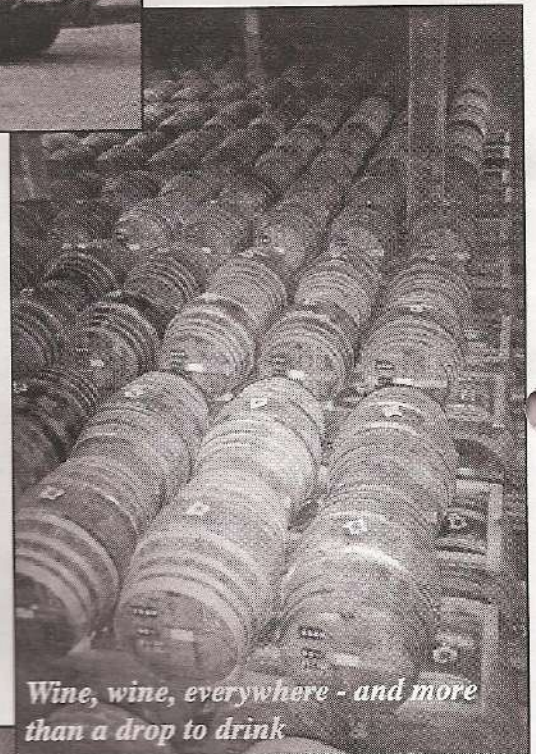
*Alfas and vineyards - made for each other?*

one of the top caterers in the Napa Valley and freely poured some terrifically nice Rabbit Ridge wines. The grand finale of the evening was our chance to taste and enjoy the fine brandies and liqueurs produced by the distillery. Time trials? What time trials?

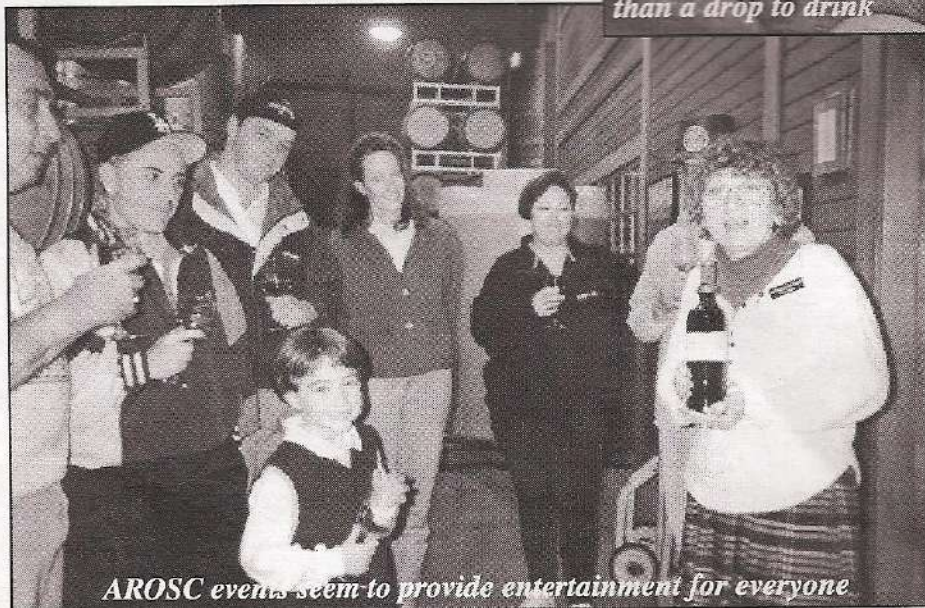
On Sunday, a few us took advantage of our geographic location, great weather, and Brad's goodwill, to pursue more wineries. We took in Monticello (structure built to resemble Jefferson's Monticello on a small scale), Girard (great wines at a great price), S. Anderson Vineyard (nice champagnes), Louis M. Martini (barely drinkable wines; but a neat '91 Cab called "Andretti" with an autographed picture of Mario himself), ZD (more great wines at great prices), and Plumpjack (off the beaten track producer of terrific wines).

We had a picnic lunch at the V. Sattui winery where they had a well-stocked gourmet grocery store and deli. The only big disappointment was when we found the Silver Oak winery to be closed! On a Sunday no less!

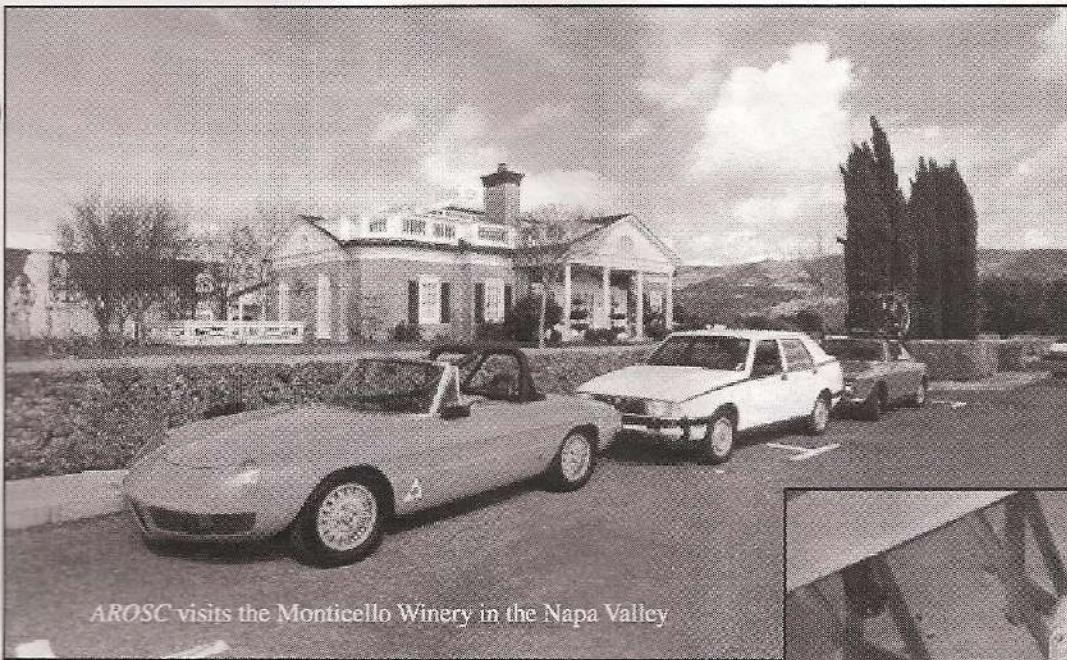
Ah well, chalk another one up to El Nino and pour yourself another glass of that ol' red El Nino Vino...



*Wine, wine, everywhere - and more than a drop to drink*

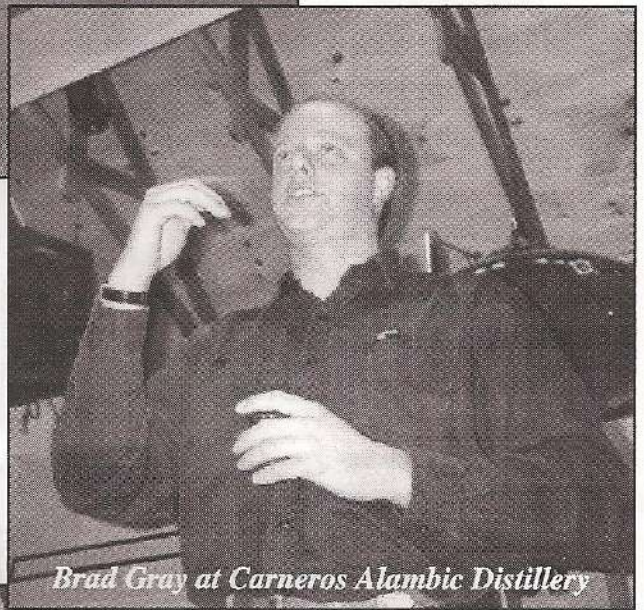


*AROSC events seem to provide entertainment for everyone*



*AROSC visits the Monticello Winery in the Napa Valley*

*“Since this was such a tremendous let-down for some of us, we decided to try and drown our sorrows at a few local wineries.”*



*Brad Gray at Carneros Alambic Distillery*



*Why do Alfisti have a reputation of grabbing any excuse to party?*



# Wet Times at Willow Springs

Wet weather fails to dampen the fun as AROSC starts its 1998 Time Trial season

by Randall Higs

After too many El Nino false alarms in 1997, the Real Thing hit Willow Springs Raceway in December in the wee morning hours of Saturday morning of the AROSC's last scheduled Time Trial and Race event of the year. In the past, a little bit of precipitation had never been a serious deterrent to the Alfa Club diehards - heck, even snow and hail didn't deter one of the last Riverside events.

Even at previous Willow Springs events, the rain was seen falling so hard that the front straight became full of rain puddle chicanes. In spite of the past, for perhaps the first time in Alfa Club history, the December event was canceled due to rain; apparently the Willow Springs management felt that the rivers of mud and water flowing across the back straight would not be an advisable situation.

Rain was again predicted for the first 1998 Time Trial and Race event. Would it be possible to get rained out twice in a row? Would Willow Springs get washed away for good? Did El Nino finally hit its stride?

Alas, for most of the weekend wrath of El Nino was avoided. Only on Saturday afternoon did the rain sufficiently wet the track to cause traction to degenerate. Although it's very good wet weather training to drive on a race track in the rain, many driv-

ers (yours truly included) chose to sit out the rainy practice sessions. It rained hard enough to lay a nice wet watery coating on the track surface, but it was not hard enough to create puddles.

Unfortunately this brief bout of rain made things slippery enough to cause some unplanned track situations after Turn 6. This is the uphill right hand turn with the crest of the hill nearly coincident with the apex. This causes a car to defy gravity and become very light at the same time that it has a fair amount of rotational inertia.

For three drivers and their Alfas, this meant a first degree clockwise spin. Paul Blankenship did a farmer's spin by going off the track and tilling a bit of muddy soil. Wayne Stowe had a worse

bit of luck when his *Spider* spun, stayed on track, and got whacked on the passenger's side by another car. Luckily, no one was hurt, but one 1974 *Spider* was sadly bent.

In both Saturday's qualifying race and in the final race on Sunday, it was Joe Kunz who led the way from start to finish in his very trick Ferrari 308. He was a red blur to spectators as well as other racers.

He was easily lapping other cars as if they were they were motor-homes lugging up Sepulveda Pass on the 405. The most exciting bit of racing action was the duel that went on between



Alfas in numbers like the days at Riverside



"It's starting to look like an Alfa Club event again."

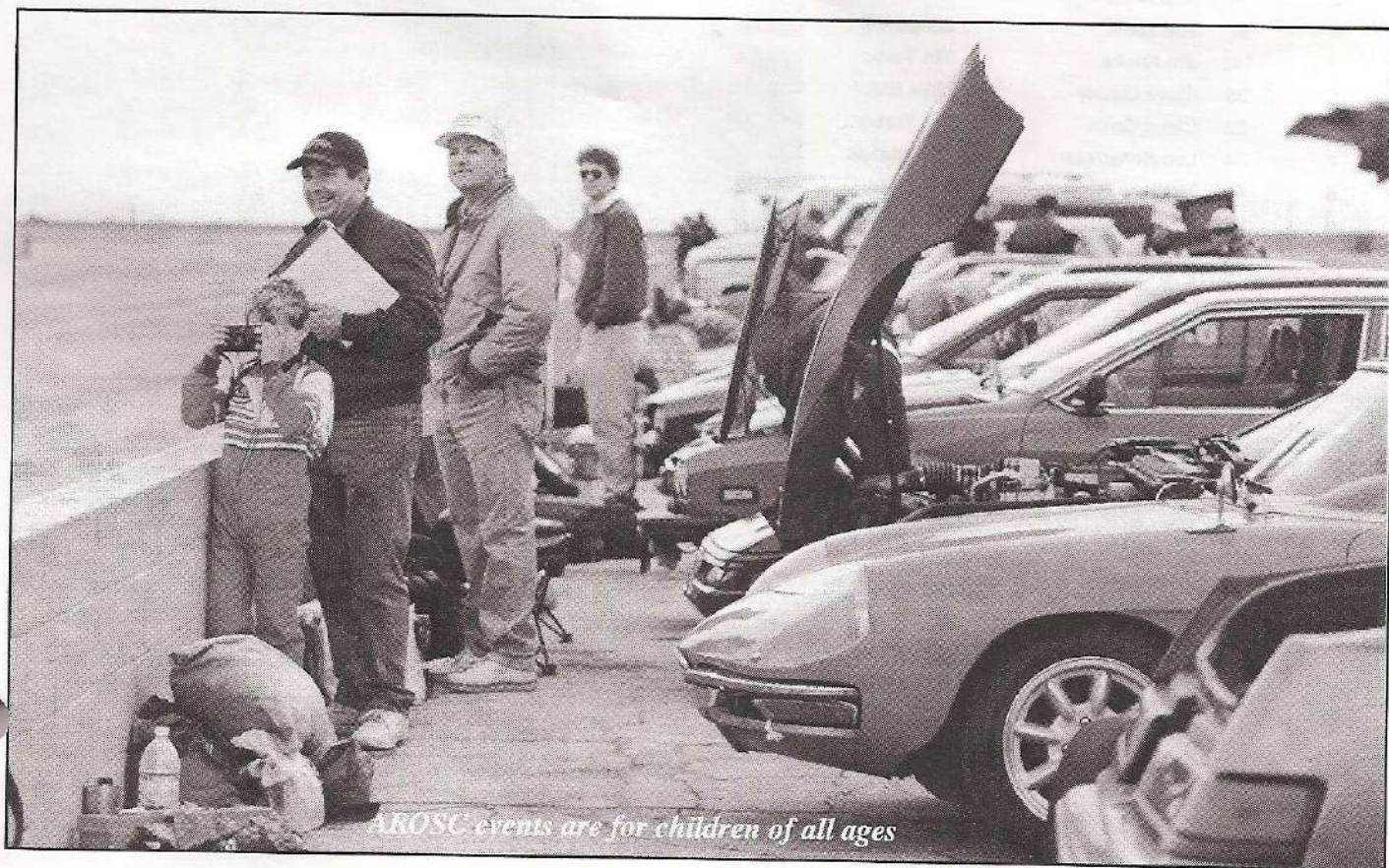
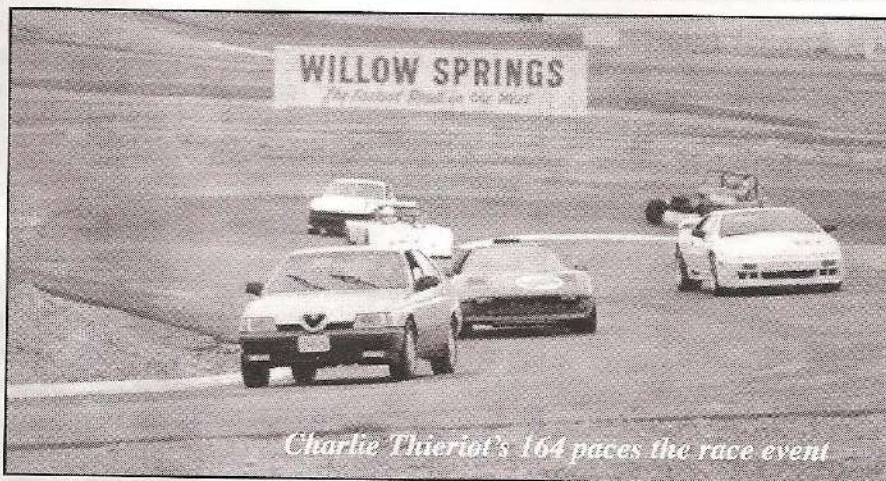
Paul Hightower in his Z and Doug Ota in his M3.

As the race wore on, Doug got closer and closer to Paul's tail lights, but was unable to M3's snout past the Z. Alas, at the end of the race, Paul hung onto his lead and crossed the finish line ahead of the black Bimmer. Richard Thompson again brought honor to *Alfa Romeo* by finishing second in Class P.

In the time trials, the fast *Alfa Romeo* of the day was Alex Brown in his Class C *GTV* with a sizzling 1:41.275. Right behind Alex in Class C was Mike McGinnis in his *GTV6* with a 1:41.766. Terry Manchester brought in his *GTV* for the third spot in Class C with a 1:42.887.


Despite Saturday's agricultural exercise, Paul Blankenship harvested the win in Class D with his awesome *Alfetta* with a 1:46.256. Dirk Stoehr piloted the white "Il Frigo" *TI* to triumph in Class E with a time of 1:51.438. Top time of the day went to Gary Stern in a Z28 Camaro with a scorching time of 1:35.101.

As usual, the banquet on Saturday night provided a good chance to catch up with old friends and to meet with new friends. It was terrific to see all of the "new" *Alfas* showing up at the track and even more fun to bench race, compare notes, and tell lies with the other *Alfisti*. Thanks to all of the *AROSC* Time Trial and Race Directors for another outstanding weekend of fun and competition!



# Alfa Romeo Owners of Southern California

Class C	#	Driver	Car	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	50	Alex Brown	GTV	1:41.275	1:43.778	1:41.542	1:41.352	1:41.816	1:41.275
2	7	Mike McGinnis	GTV-6	1:41.766	1:43.898	1:43.199	1:42.221	1:41.766	1:47.941
3	30	Terry Manchester	GTV	1:42.887	1:58.566	1:46.394	1:44.482	1:44.499	1:42.887
4	28	Randy Harris	Duetto	1:43.027	1:44.642	1:43.207	1:44.044	1:43.027	1:43.094
5	4	Marco Ventura	GTV-6	1:43.910	1:49.441	1:49.319	1:47.914	1:46.523	1:43.910
6	38	Sergio Perticucci	Giulia GT	1:48.481	1:48.544	1:48.481	1:49.675	1:48.492	1:48.779
7	24	Mark Hestel	Alfetta GT	1:49.523	1:51.188	1:55.363	1:49.523	1:49.838	1:49.665
8	47	Fabio Garbini	GTV-6	1:50.215	1:54.024	1:52.497	1:52.578	1:50.316	1:50.215
9	16	Mike Harris	GTV-6	1:55.372	1:56.277	1:55.995	1:55.873	1:55.475	1:55.372
10	501	Pat Rinaldi	GTV	1:58.158	2:01.845	2:03.170	1:59.831	1:58.158	1:59.121
Class D	#	Driver	Car	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	25	Paul Blankenship	Alfetta GT	1:46.256	1:48.333	1:48.186	1:47.742	1:46.921	1:46.256
2	99	Loel Millman	GTV	1:48.596	1:49.866	1:49.158	1:48.783	1:48.596	1:48.629
3	17	Randall Higa	GTV	1:48.828	1:49.949	1:48.920	1:48.828	1:48.969	1:49.094
4	3	Phyllis GAYlard	164Q	1:51.310	1:52.962	1:53.223	1:53.528	1:54.400	1:51.310
5	64	Ray Kohl	Duetto	1:53.484	1:54.429	1:55.368	1:58.190	1:56.507	1:53.484
6	83	Douglas Bender	GTV	1:59.526	2:03.958	2:02.088	1:59.526	2:00.389	2:01.799
7	84	Art Russell	GTV	2:21.824	2:21.824				
Class E	#	Driver	Car	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	79	Dirk Stoehr	Giulia TI	1:51.438	1:52.380	1:53.510	1:51.438	1:52.002	1:51.527
2	39	Eric Sands	Sprint	2:14.973	2:15.869	2:14.973	2:15.225	2:15.033	
Class M	#	Driver	Car	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	12	John Hammack	M3 BMW	1:35.857	1:36.289	1:36.362	1:36.004	1:35.857	1:35.864
2	65	Gary Fultz	Corvette	1:44.467	1:46.707	1:44.467	1:44.971	1:46.155	1:45.064
3	77	Dick Lind	Camaro	1:53.532	1:53.532	1:57.383	1:56.683	1:55.153	1:59.199
Class N	#	Driver	Car	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	36	Gary Stern	Camaro Z28	1:35.101	1:35.689	1:35.660	1:35.512	1:35.101	1:35.534
2	14	Nick Arico	Firebird	1:36.997	1:36.997	1:37.763	1:39.271	1:39.460	1:41.186
3	92	Bud Clark	Sonett V4	1:37.532	1:43.659	1:40.461	1:38.327	1:37.532	1:39.420
4	142	Jim Knoke	944 Turbo	1:38.239	1:40.267	1:39.571	1:39.355	1:39.559	1:38.239
5	35	Steve Galper	325is BMW	1:42.007	1:42.985	1:42.007	1:42.104	1:42.606	1:42.051
6	23	Claus Groth	944 Turbo	1:43.308	1:44.433	1:44.296	1:44.542	1:44.664	1:43.308
7	34	Leo Schamblin	RX-7 Mazda	1:44.298	1:44.298				
8	45	Matthew Rogers	M3 BMW	1:44.302	1:44.765	1:44.302	1:44.908	1:45.284	1:44.969
9	37	Robert Poulin	M3 BMW	1:45.051	1:46.186	1:45.051	1:45.135	1:45.075	1:50.277
10	735	Kenneth Seho	RX-7 Mazda	1:51.923	1:51.923	1:53.485	1:53.879	1:57.470	1:54.250
11	711	Derick Lind	944	1:59.360	2:02.519	2:00.827	2:00.828	1:59.360	



## Stainless Steel Performance Exhaust Systems

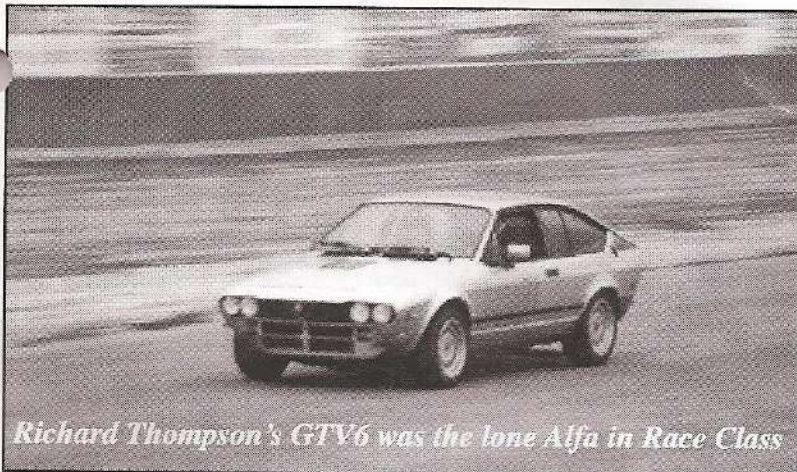
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<p style="text-align: center;"><u>GTV6</u></p> <p>front \$ 266.00 US center \$ 198.00 US rear \$ 225.00 US</p>	<p style="text-align: center;"><u>MILANO</u></p> <p>front \$ 266.00 US center \$ 198.00 US rear \$ 175.00 US</p>	<p style="text-align: center;"><u>GIULIA SPIDER (VELOCE)</u></p> <p style="text-align: right;">\$ 699.00 US</p> <p style="text-align: center;"><u>164 L, S, LS</u></p> <p>center \$ 199.00 US / \$ 225.00 US rear \$ 235.00 US / \$ 275.00 US</p>

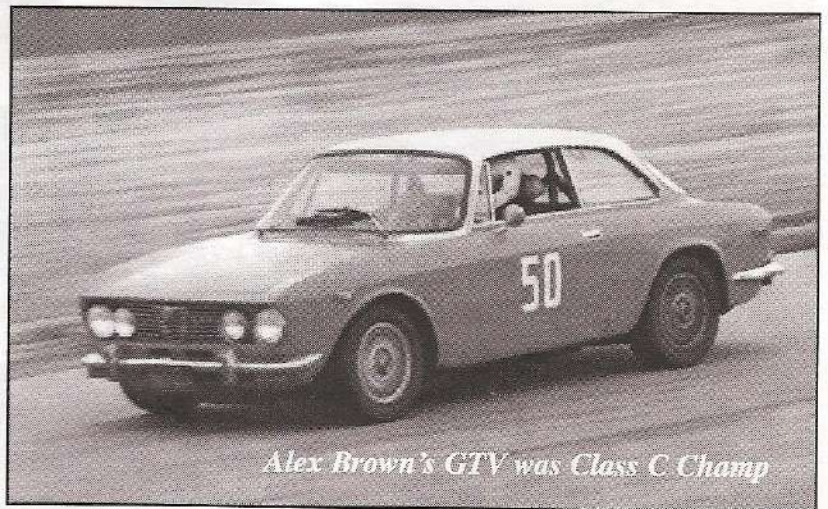
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Class O	#	Driver	Car	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	18	Rick Galbreath	RX-7 Mazda	1:39.469	1:41.578	1:39.469	1:42.384	1:40.098	
2	9	George Kranen	Thunderbird	1:43.164	1:44.638	1:43.453	1:44.892	1:44.691	1:43.164
3	46	Ted Hedman	510 Datsun	1:45.186	1:46.069	1:45.502	1:45.635	1:45.363	1:45.186
4	131	Cesar DeAnda	Mustang	1:50.032	1:51.835	1:50.037	1:50.032	1:52.067	1:53.448
5	33	Donald Wagner	Mustang GT	1:52.857	1:56.416	1:53.969	1:54.271	1:52.857	1:53.974
Class P	#	Driver	Car	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	88	Anthony Presto	RX-7 Mazda	1:42.098	1:44.395	1:43.312	1:43.100	1:42.555	1:42.098
2	484	Greg Nelson	RX-7 Mazda	1:43.457	1:44.022	1:43.457	1:44.644	1:47.617	1:45.307
3	2	Alejandro Luminato	Scirocco	1:44.689	1:46.563	1:46.325	1:45.573	1:44.810	1:44.689
4	94	Ramon Arriola	RX-7 Mazda	1:47.649	1:51.002	1:48.518	1:49.490	1:49.562	1:47.649
5	110	Matthew Sackett	Celica	1:49.612	1:51.942	1:51.016	1:49.612	1:50.598	1:56.321
6	32	Alex Hooman Tehrani	MR2 Toyota	1:54.148	1:55.721	1:56.308	1:56.540	1:54.627	1:54.148
7	8	Greg Bartlett	914 2.0	1:54.451	1:58.089	1:55.782	1:54.451	1:54.675	1:54.506
8	22	Walter Naumann	Miata Mazda	2:01.120	2:01.231	2:01.478	2:03.565	2:01.120	2:06.203
Class Q	#	Driver	Car	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	81	Fred Hamilton	Regal	1:56.894	1:57.324	1:58.661	1:58.519	1:56.894	1:57.540
Class MF	#	Driver	Car	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	6	Joe Kunz	308 Ferrari	1:33.161	1:38.150	1:35.035	1:35.609	1:34.661	1:33.161
2	48	Joe Maddocks	512 BBi Ferrari	1:53.918	1:54.703	1:56.322	1:56.721	1:56.482	1:53.918
Class MX	#	Driver	Car	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	127	Steve Hamilton	T49 Lola	1:27.178	1:30.384	1:29.912	1:32.083	1:28.086	1:27.178
Class OF	#	Driver	Car	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
1	29	Vinnie Manaktala	308GTS Ferrari	1:47.485	1:48.587	1:48.940	1:47.485	1:47.787	1:49.865



*Richard Thompson's GTV6 was the lone Alfa in Race Class*



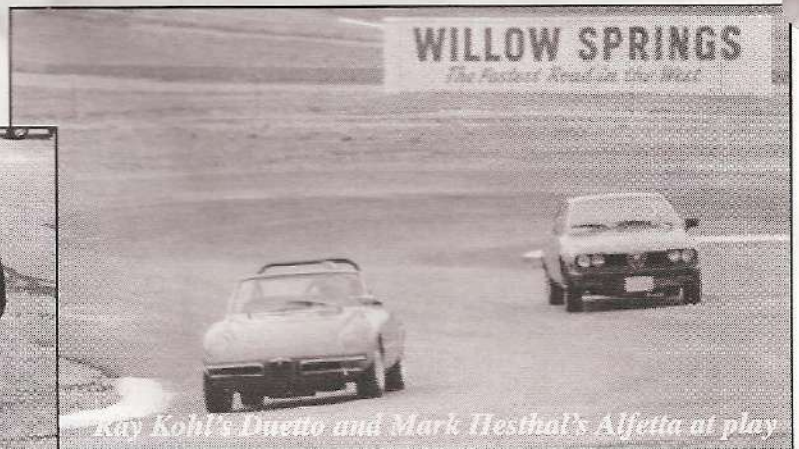
*Alex Brown's GTV was Class C Champ*

## Race Results

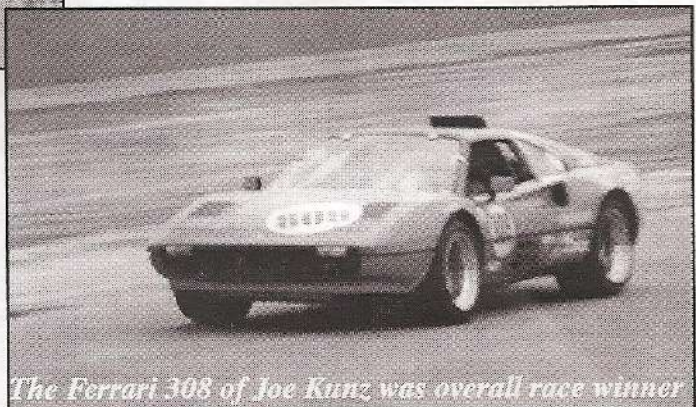
Class	Position	Car	Driver
M	1	Ferrari 308 Competition	Joe Kunz
M	2	Lola T49	Glenn Bjorkman
M	3	Lotus Espirit	Dan Crow
M	4	Dunestang	Paul Ellis
M	5	Corvette	John Page
N	1	Datsun 240Z	Rob Smith
N	2	Datsun 240Z	Paul Hightower
N	3	BMW M3	Doug Ota
N	4	Datsun 240Z	Philip Shindler
N	5	Firebird	Nick Arico
P	1	BMW 2002	Peter Welsh
P	2	Toyota MR2	Cathy Hamilton
P	3	Mazda RX7	Joseph Lee
P	4	Dodge Challenger	Jerry Toporek
Q	1	Toyota Celica	Marc Roppolo
Q	2	Alfa Romeo GTV6	Richard Thompson
Q	3	Dodge Challenger	Harry Michaelian
Q	4	Toyota Celica	Dominick Roppolo



*Fabio Garbini and Paul Blankenship with Fabio's Time Trial GTV6*



*Kay Kohl's Duetto and Mark Hesthal's Alfetta at play*



*The Ferrari 308 of Joe Kunz was overall race winner*

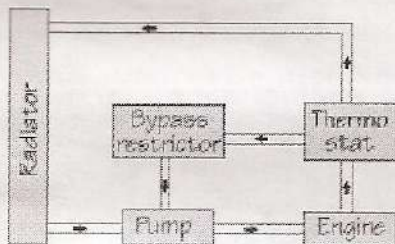
# The Cooling Bypass Restrictor

What Does It Do?

by Rich Hirsch – courtesy of *i Saluti*, AROC St. Louis Chapter

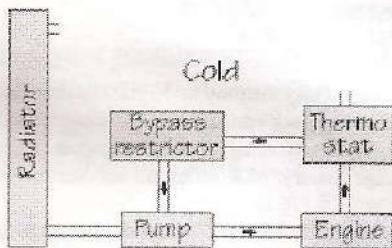
A couple of years ago, I got a '80 Spider parts car that had a restrictor in its cooling system. Since my '78 was missing its restrictor, I spent some time searching thru sources of information on how to install it and what it's good for. Most of what I found was written by Fred Di Matteo, Charlie Thieriot, and Carter Hendricks. Here's what I found.

The 1750 and 2000 cooling system looks something like this (heater circuit not shown):



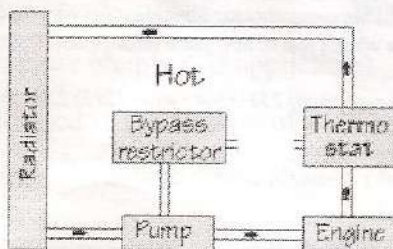
Coolant flows out of the bottom of the radiator into the water pump and into the engine block. Coolant exits the head thru the intake manifold and then flows back thru the radiator, thru the bypass hose past the restrictor, or both, depending on temperature.

When coolant is cold, the thermostat blocks flow thru the radiator and allows flow only thru the bypass hose so the engine warms up faster:

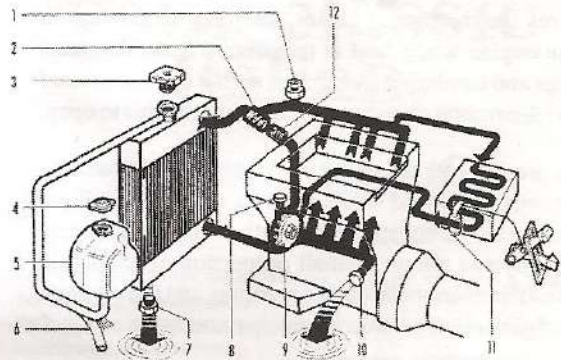


When coolant is hot, the thermostat blocks flow thru the bypass hose and allows flow only to the radiator for maximum cooling:

At intermediate temperatures, the first diagram applies and water flows thru both the bypass hose and thru the radiator.



To function as it was designed, the proper thermostat must be installed. If your thermostat doesn't have a disk at the bottom to close the bypass port, it can't function as designed.



- |  |  |
|--|--|
| 1 Air bleed valve on manifold            | 7 Radiator drain plug                            |
| 2 Thermostat                             | 8 Air bleed                                      |
| 3 Radiator cap, 10 PSI                   | 9 Water pump                                     |
| 4 Reservoir filler cap                   | 10 Drain plug on crankcase                       |
| 5 Reservoir                              | 11 Heater valve                                  |
| 6 Supply line from reservoir to radiator | 12 Bypass control valve (restrictor) to radiator |

Now, about the restrictor. Here's what Fred Di Matteo said about it in an article in *Velocissima* from ca. '91:

"The little known restrictor in the bypass hose has a spring loaded valve which allows more water to flow through the engine block and cylinder head when the thermostat is fully closed in all weather and when the water temp is below the operating range."

"The thermostat is shut tight until the water temperature increases to a point to begin letting the coolant flow through the radiator. As that happens, the back pressure on the bypass restrictor closes to allow more flow through the radiator. The function of the thermostat is to control the rate of coolant flow through the radiator so it doesn't flow so fast it can't be cooled enough in the radiator. People who mistakenly remove the thermostat succeed in making matters worse, not better."

"Another function of the restrictor is not only to circulate water within the engine for quicker temperature rise, but it also gets hot water through the heater in the car on those cold, cold mornings. The restrictor must be installed in the bypass hose so the valve opens in the direction of flow. The small opening is not sufficiently large to pass all the water necessary when the engine is cold and the thermostat is closed."

And, here's what Carter Hendricks said about it in an article in *i Saluti* in '91:

"The cooling system of the four cylinder cars remained

unchanged in all of the four cylinder cars until the time of the release of the USA mechanical fuel injection cars for 1969. These cars introduced the water pump bypass. In the earlier cars water was picked up from the bottom of the radiator and directed through the cylinder head and out through the intake manifold.

At this point the coolant met the thermostat, an automatic temperature regulation valve. At low temperatures the thermostat closes, keeping the coolant in the engine while heat is transferred from the bearings and combustion chamber. As the coolant around the thermostat chamber rises the valve begins to open.

In pre-'69 cars the pump worked by simply pushing against the closed valve, wasting energy and allowing localized hot spots in the otherwise cool engine. The bypass allows a small proportion of coolant to avoid the thermostat during warmup, and the car heats to operating temperature quicker and more evenly."

"The two stage thermostat controls both the bypass hose and the main exit hose which pours the hot coolant into the top of the radiator. As the valve for the upper hose opens a lower extension plate closes the bypass. Without the small bypass restrictor, often discarded by shops and owners during hose replacement, the proper balance between the two systems is upset.

Internal engine temperatures are less stable. Use of a cheap single plane thermostat does not close the bypass. If the restrictor is missing much of the coolant just circulates in and out of the engine block and the car overheats."

As a clarification on the restrictor's installation, it goes in the bypass hose spring side down, so the moveable disc faces the thermostat housing.



## Classified Ads

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**Special Notice!**

If you have any material for the Editor of *Alfacionada*, please send it to the address on page 2 of the CURRENT issue of *Alfacionada*.

After 13 months of doing the AROSC newsletter from the Seattle area, I have returned home, and the U. S. Postal Service address listed in previous issues of *Alfacionada* will no longer be valid.

For those who prefer the use of electronic mail, my e-mail address remains unchanged, but please be aware that there can sometimes be compatibility problems between various software packages.

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 Member of another AROC Chapter wishing to add AROSC affiliation ..... \$22.00

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 2468 Gum Tree Lane, Fallbrook, CA 92028

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# Our 1998 Calendar

January	February	March	April
2 SMCCC Rally 8 AROSC Board Meeting 23 AROSC Annual Meeting 8pm, Culver City 31 Time Trial - Willow Springs	1 Time Trial - Willow Springs 5 AROSC Board Meeting 6 SMCCC Rally 21-2 Time Trial - Sears Point 27 General Meeting - 8pm, Culver City	5 AROSC Board Meeting 6 SMCCC Rally 27 General Meeting - 8pm Culver City 29 Tour "In Search of the Wildflowers"	2 AROSC Board Meeting 3 SMCCC Rally 11 Concours at San Antonio Winery 24 General Meeting - 8pm Culver City 26 Swap Meet
May	June	July	August
1 SMCCC Rally 2-3 Driving School - "Streets of Willow" 7 AROSC Board Meeting 29 General Meeting - 8pm Culver City	4 AROSC Board Meeting 5 SMCCC Rally 13-4 Time Trial at Buttonwillow 20 Concours at El Dorado Park 26 General Meeting - 8pm Culver City 25-8 National Convention, Santa Fe, NM	2 AROSC Board Meeting 3 SMCCC Rally 26 Tech session & BBQ at Paul Blankenship's home 31 General Meeting - 8pm Culver City	6 AROSC Board Meeting 7 SMCCC Rally 14 Concours Italiano in Monterey 28 General Meeting - 8pm Culver City 29-30 Driving School at "Streets of Willow"
September	October	November	December
3 AROSC Board Meeting 4 SMCCC Rally 25 General Meeting - 8pm Culver City 26-7 Time Trial at Laguna Seca	1 AROSC Board Meeting 2 SMCCC Rally 10-1 Wine Tour 24 Alfa-Porsche Challenge, Willow Springs 30 General Meeting - 8pm Culver City 31 Time Trial - Willow Springs	1 Time Trial - Willow Springs 5 AROSC Board Meeting 6 SMCCC Rally TBD Swap Meet at "Under 3 Liter Meet" at Woodley Park 20 General Meeting - 8pm Culver City. Elections, "White Turkey Auction"	12 Holiday Party 13 AROSC Board Meeting