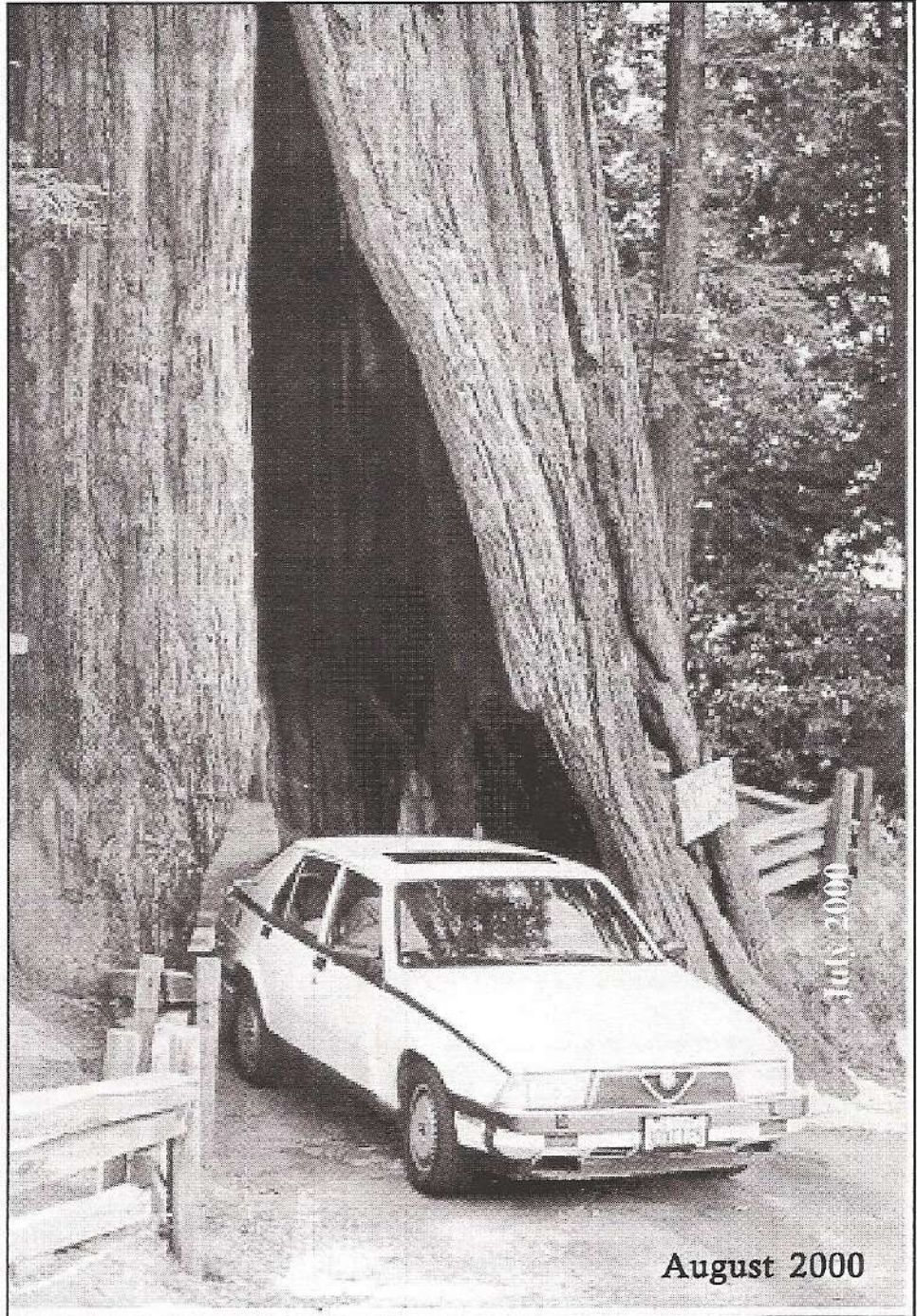


Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



August 2000

**In This Issue: AROC Convention in
Portland, & more . . .**

Giacionada

Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm in the Uruapan Room at Veterans' Memorial Park at the corner of Culver and Overland 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

This month's cover shows Paul Blankenship's Milano in the Drive-Through Tree at Meyers Flats in the Redwoods. Paul was the only one to cough up \$1.50 to go through the tree, in order to get a great photo for the newsletter. Thus he is most deserving of the cover this month, honoring his great caravan to the Portland AROC Convention.

Photo by Paul Blankenship

AROSC Web Site: <http://drive.to/arosc>

AROSC Board of Directors - 2000

President

Paul Blankenship (818) 883-0266 (Home)
20325 Hartland St. sidewaysalfa@email.msn.com
Winnetka, CA 91306

Vice President

Kevin Coughlan (818) 242-8349 (Home)
1717 Gladys Drive kncdzn@discoveryroad.com
Glendale, 91206

Secretary

Gene Brown (805) 527-8520 (Home)
2176 Bigelow Ave. simigene@pacbell.net
Simi Valley, CA 93065

Treasurer, Editor

Phyllis Gaylard (714) 377-6377 (Home)
17041 Malta Circle (714) 377-6377 (FAX)
Huntington Beach, CA 92649 phyllis3@aol.com

Calendar of Events Coordinator

Jay Negrin (818) 894-3549 (Home)
10555 Marklein Ave. (818) 771-2659 (FAX)
Mission Hills, CA 91345 jnegrin@earthlink.net

Program Chair

Anthony Rimicci (310) 452-9474 (Work)
19930 Eagle Ridge Lane (818) 673-5151 (Home)
Northridge, CA 91326 ltalcarguy@aol.com

Meeting Refreshments & Raffle

Art Russell (310) 391-9522 (Home)
3852 Bledsoe Avenue art.russell@gte.net
Los Angeles, CA 90066

Competition Chair

Doug Bender (310) 373-3352 (Home)
261 Vista Del Parque alfabender@earthlink.net
Redondo Beach, CA 90277

Time Trial Director

Charlie Thieriot (310) 476-8812 (Home)
2500 Roscomare Rd. (818) 783-5747 (Work)
Los Angeles, CA 90077 (818) 783-5749 (FAX)
CHThieriot@compuserve.com

Web Meister

Eric Sands (714) 838-4633 (Home)
2362 Caper Tree (949) 362-6821 (Work)
Tustin, CA 92780 esands@home.com

Membership Chair

Regan Copple (310) 659-6690 (Home)
840 S. Holt #C (310) 334-1061 (Work)
Los Angeles, CA 90035 copple@la.com

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AROSC Previews

An outline of coming events

AROSC General Meeting – Friday, 25 August, 8:00 PM

Join us for the August general meeting at the Veteran's Center in Culver City. We are planning a special program of in-car videos from Anthony Rimicci at Time Trials and Vintage races, or some surprise entertainment.

Sundown Drive to Mt. Wilson with Picnic – Saturday, August 26

Our new membership director, Regan Copple, is planning a short evening event for the end of August. On the 26th, the Saturday after our regular meeting, there will be an evening drive up the Angeles Crest highway to the Mount Wilson Observatory to be followed by a nighttime picnic. Further details are on page 5.

AROSC Board Meeting — Thursday, 7 September, 8:00 PM

The Board of Directors meets monthly at the home of one of the Board Members, for the purpose of planning the club's activities, conducting the club's business, etc. All members are welcome to attend. If you have some issue to bring to the board, or some ideas for events, etc., please contact a board member to find out the location of the meeting, and plan to attend. This month, we will meet at Chez Blankenship.

Time Trial & Race, Las Vegas – September 9-10

Our fourth Time Trial will be held at the Las Vegas Speedway, with its modified configuration, and pits outside the track! This is the same course we have usually run, but it's different from turns 2 to the back straight. The Pits are now at the end of the back straight. You can be a winner (or loser) on or off the track. For additional information, call Charlie Thieriot or Doug Bender at the numbers and Emails listed on page 2, or call Phyllis Gaylard for an entry form.

Concours at San Antonio Winery – Sunday, September 17, 10 AM

Join us for our annual Concours at the Winery. We have moved the date from April to September to hopefully have a new event for a change. We will show the cars in the parking lot just past the Winery, and after the judging, we can go in for lunch, a tasting, and/or a tour of the facility. This should be a lovely day for a Concours, so give your beauty a bath and shine, and bring it out to show. Even if you don't want to

get it into Concours condition, bring it anyway and park next to the show for a great Alfa display. See page 6 and insert.

AROSC General Meeting – Friday, 29 September, 8:00 PM

Join us for the September general meeting at the Veteran's Center in Culver City. We are hoping for a special program of slides from the Monterey Historics: hint -- hint.

Fall Swap Meet – Sunday, October 1, 9 AM

We are working on finding sufficient parking at Jerry Galich's Huntington Beach facility. We have moved the Fall Swap Meet back a week to avoid the VARA race scheduled for Anaheim on our previous date, and to give more lead time in case there is no resolution to the parking problem. We have an alternate location in Huntington Beach if needed. See next month's issue for further details.

Driving School at Streets of Willow – October 14-15

Do you want to drive your Alfa better? Faster? This is the place to learn how. You could even learn how to drive your non-Alfa better/faster, as there is no restriction on the marque. We offer instruction in improved street driving, beginning and advanced time trial driving, and race driving, so you can sign up for whatever level of skill you want to develop. This 2-day event can't be beat for price, track time, and instruction. For more information and an entry form, contact Steve Hamilton at (310) 214-5110 or Email him at srh@flashcom.net.

Annual Wine Tour – 21-22 October

Check your wine cellars and make up your wine list – it is almost time for the annual wine tour. This year we will be traveling to the Santa Maria area and staying at the historic Santa Maria Inn. This will be a joint event of the AROSC and the AROCCC. So mark your calendars, that's October 21st and 22nd. See page 7 for more information.

Concours at Woodley Park – Sunday, 5 November

This will be our final Concours of the year, held in conjunction with the Annual Best of France and Italy car show at Woodley Park in Van Nuys. This is the biggest showing of Alfas this side of a National Convention Concours, so don't miss it. You can just come out and park your beauty with all the other cars, or better yet, clean it up nice and enter the Concours.

View from the Top

Miscellaneous rumblings from Il Presidente!

Well I should have something to write about this month: Convention.

What a great deal!!!! Drive up to Portland with some good friends, take 4 days to do it. BBQ and "Wine Tasting" in Carmel Valley. Lunch south of San Francisco overlooking the ocean. Drive through the redwoods. Wind along highway 199 from Crescent City to Grants Pass with Mendelssohn on the CD player and finally the dash into Portland.

The convention was organized super. Smooth registration, great hotel. Good banquets. The weather was typical Northwest. 90 one day, drizzle the next, clear the next, foggy after that.

Had a great time tossing the Milano around Portland Int'l Raceway. That track is a lot trickier than ESPN shows it to be. We only got three 15-minute practice sessions and then 2 times laps for time trials. Phyllis beat me by 2 seconds in her 164. I guess I'm a slow learner.

I learned the definition of rich while at Portland. A member from Washington drove his 8C 2900 (a \$million car) to be displayed in the banquet room for Friday's dinner. He parked it in the parking lot afterwards with the rest of the Alfas. The next, drizzly morning he drove it on the road rally. Just like a real car.

What a treat it was for Mary and I to look out the window of our hotel room for 4 days and see a parking lot completely filled with Alfa Romeos. Junior Zs over there, Montreals over there, an Alfetta with a quad 3.0 stuffed in to it, TZs sprinkled here and there, the above mentioned 8C2900, a lone white Milano, Spiders and GTVs were common.

Phyllis counted over 20 AROSC members there. We figured there were over 400 Alfisti registered. ARA with Delta Sierra brought over 25 Alfas in one caravan. A note on Alfa reliability, I thought that with over 255,000 miles on the Milano I would be likely to get the high mileage award. Not at an Alfa event!! I had the 3rd highest

mileage car driven there, was beat by a 300K and 275k miles.

You guys and gals should find a way to get to an AROC Convention. Next year is Nashville: 2001 an Alfa Odyssey.



Now with all those good feelings about an Alfa Convention, there is some serious consideration to AROSC hosting the 2002 event. I'm going to be the skeptic for this proposed idea.

Phyllis is gathering info from past conventions regarding \$\$\$ and organization. We hosted it in the 1980s, and San Diego did it in 1990. For now here is what I see must

be provided over the 4 days:

2 evening banquets, 1 Sunday brunch, time trial, autocross, road rally, a quality concourse d'elegance. Hotel accommodations for over 400 people, good parking for over 200 Alfa Romeos, space and water to let people wash and detail their cars for the concourse. Prizes for these events, sponsors for the various events to cut some cost. And a bunch of people to be in charge of these events for 4 days.

I tell you all, I would love to be the host club, but I want a Convention put on by AROSC to be worthy of one of the 2 biggest AROC chapters in the USA. If we can't do it right, we shouldn't do it.

What do you all think?? It will require a lot of work by a lot of us, from people who do not usually participate (hear that you 310 members?). It will be long hours. If done well it will be a blast. Here in Southern Calif we have all of the facilities, and imagine the number of Alfa Romeos we could attract!

We must put together a proposal to National AROC ASAP. Use your e-mail, snail mail or what ever to send your ideas, comments and suggestions to anyone on the board.

Caio, Sidewaysalfa

Sunset Tour to Mt. Wilson

Special Evening Tour & Picnic Set for August

End of Summer Hill Climb & Picnic

That's right, be the first to participate in what I hope will be a continuing series of short jaunts to various places in and around Southern California. On Saturday, August 26th, we will meet at two rendezvous points for a short evening drive up Angeles Crest Highway, and then on up to Mount Wilson via Red Box Road culminating in an evening sunset picnic with a gorgeous view of the entire Los Angeles area.

For all the West LA and beach community people, the first rendezvous point will be the ever familiar Veteran's Center in Culver City, 5:00PM. We won't head out until 5:30PM in order to give the stragglers and latecomers a chance to show up. We will then head out to the 405, go north to the 10, head east to the 110 or the 5 depending on traffic conditions at the 10/110 Interchange, and then head up to Pasadena on the 110.

We should arrive at the second rendezvous point at about 6:00PM. This second meeting place will be for all Alfa owners who may live on the East Side or San Fernando area, or who just want to drive up by themselves. The location will be at the UNOCAL 76 station at the north-

east corner of South Arroyo Parkway and East Glenarm Street just at the end of the 110 where it turns into surface street. This will allow people to fill up if they haven't already, and let anybody who may have missed us at the first rendezvous to catch up and join the rest of the group.

Then when everyone is ready, we caravan through Pasadena to the 210 North (or West) up to Angeles Crest Highway, and then onto Red Box Road up to Mount Wilson just in time for what should be a beautiful sunset over the LA Valley. Bring whatever edibles, beverages, other gastronomic delights, and a favorite spouse or significant other that you desire for an evening picnic.

Departure is at your own discretion; the drive up will be together, but you may leave anytime after, to enjoy the drive down on your own. Angeles Crest Highway is somewhat dangerous so be careful going back down, as this is a little second gear, and a lot of third and fourth gear driving. Red Box Road is considerably more twisty with mostly first and second gear driving. I hope to see a good turnout; if this trip is successful, I may try to do one of these trips every three months, one per season. See you there!

Omega MotorSports Provides Tech Session

Last month's meeting provided something new and different for the program: a tech session at near-by Omega MotorSports, hosted by Uwe Backer and Laura Slagle. They are celebrating one year of ownership after buying the business from Rex Chalmers, who moved to Wisconsin last year.

Uwe had a somewhat ratty spider and a well maintained GTV-6 on the lifts for us to see the bottom side of typical cars, and to point out maintenance issues. There were a number of rapt on-lookers asking questions.

In addition, Uwe and Laura provided a large quantity of pizza and cold drinks, for which we thank them very much. The editor particularly appreciated the pizza, as she had just driven into town from Convention that

evening, arriving at the meeting without dinner!

The event was a great success, and I suspect we will do it again next year.

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Second Concours of 2000 Will Be Held at San Antonio Winery

Save Sunday September 17 for a Great Alfa Show

by Anthony Rimicci

The second Concours for the 2000 season will be held at the San Antonio Winery, close to Downtown L.A.. I decided to move this event from April to September because we have been rained out there for the past two years. So, lets see if we can get it to rain in Downtown L.A. in the middle of September.

Judging will begin promptly at 10:00 AM so make sure that you arrive by 9:30 AM. Please remember that this event is not Pebble Beach and we are all out here to had a good time. Just don't forget to clean your car as much as you can, including under the hood, and take out all loose articles from the car that shouldn't be there. Make sure to bring all tools, brochures, dealer sticker, etc., they all get you extra points.

The winery will be open for both lunch and tours (optional), so come on out and bring the whole family for a

fun filled day with fellow Alfisti and many great cars. All are encouraged to come even if you are not planning on displaying your vehicle.

Also, I am announcing that I am not going to be able to run the concours program next year due to a heavy school and work schedule starting in the fall. I am letting everyone know now because I am hoping to get some volunteers to run the program next year. It doesn't take much to run the concours program and one person can get it done easily. If anyone is interested, please contact me so I can show you how to run things at the remaining two concours' of the year.

If anyone has any questions or comments please don't hesitate to contact me. Email ITALCARGUY@aol.com or 818-673-515 (evenings)

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Annual Wine Tour Planned

Santa Maria Area to be Invaded in October

AROSC announces the First Wine Tour of the New Millennium (or is it the Last Wine Tour of the Old Millennium?).

This year the annual AROSC Wine Tour will be on the weekend of October 21st/22nd in the beautiful Santa Maria area. Last year's wine tour in the Santa Inez Valley was given high praise by all that attended. The weather was beautiful as a flock of Alfas explored the back roads and made stops at many of the local vintners to sample their products and purchase supplies for the coming year. The fun on Saturday night lasted until the town of Solvang closed down for the night.

This year's wine tour promises to be even better with more Alfas, more roads and more wineries. We will be starting out on Saturday morning from the Historic Santa Maria Inn and visiting a number of wineries in the area. There you will get to sample the fruit of the vine and make purchases to restock your wine cellar. Lunch on Saturday will be a picnic lunch. And, of course, the traditional Saturday night feast where we can discuss fine wines and fine automobiles. Some members of the Central Coast chapter will be joining us this year for this fun filled event. As last year, there will be a neat-o iron-on Wine Tour logo for everybody on the tour.

A block of rooms has been set aside at the Historic Santa Maria Inn for both Friday, October 20th and Saturday, October 21st. Room rates are \$69 per night in the original part of the inn and \$89 per night in the new tower. To

reserve a room, contact the Historic Santa Maria Inn at 805-928-7777. Mention the Alfa Romeo club for the special room rates. Don't dawdle as the rooms may go fast. The cutoff for the special rate is September 20th.

For the second consecutive year the role of Tour Director will be played by Gene Brown, who now knows that real wine does not come in a plastic bag. You may contact him at 805-527-8103 (home) or 805-578-7146 (work).



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AROC Convention 2000

The Caravan to Portland

by Phyllis Gaylard

Photos by Paul Blankenship and Gene Brown

There is one thing you can say for Il Pres, Paul Blankenship: He really knows how to put on a tour or caravan. This was my first ever trip to an AROC Convention with company on the drive. Usually, I do a banzai run to the location, and a leisurely cruise home to see the sights (and wineries) on the way home. This year, I decided to skip the track day in Seattle, much as I love that track, to conserve the bum knee and be sure of driving home without agony.

So I joined Paul's jaunt along with the Schwartz's, the Harris's, Gene Brown, and Howard Zellman (part-time). Some people gathered Sunday morning and toured together to the Central Coast Chapter's concours, and then via Leatitia Winery and points north to the Blue Sky Motel in Carmel Valley. I slept in a bit, and caught up at the motel after the party had started. As a result, I cannot report how many bottles of wine were consumed, but there were a few left over for another night. We grilled steaks, passed salads and breads around, and ate like true Alfisti.

Next morning, we refilled any holes in the digestive tract at a local restaurant, where the 8 of us nearly overwhelmed the breakfast staff. After gassing up in Carmel, we headed up Highway 1 through Santa Cruz and toward San Francisco. We took a scenic off-shoot to continue up a coastal road to the Cliff House on the western tip of the city for lunch. However, the parking situation made the Cliff House a non-starter, so we settled for Louis' up the

street, with a view of the remains of the historic Sutro (?) Baths below, as well as a few guano-covered rocks.

After lunch, we separated a bit to see our own piece of scenery, or to make several gas stops for Gene's Montreal.

Somehow, we all ended up at the Baechtel Creek Inn in Willets at about the same time. Howard Zellman also found us shortly after. We then sat around the pool and jacuzzi sipping wine and relaxing. Dinner was a walk to the local Pizzeria followed by a stop in the market for ice cream.

The next morning found us at the continental breakfast provided by the motel. Then we gassed up and headed for the Redwoods, with a rendezvous planned for the start



Il Prez maintains the color sequence in the Redwoods: white, red, white, red, white, red,



The view from Howard Zellman's Giulia



Gene needed a fill-up again, but I've seen better prices at home

of the 'Avenue of the Giants'. We worked on the color sequence for a while, since we had only red and white cars, including Randy's white pickup towing his red Duetto. Not long into the Avenue of the Giants, we found that the road was under reconstruction, and we passed up the opportunity to drive a quarter-mile on dirt and gravel. We eventually did find the drive-through tree, but only Paul was willing to fork over \$1.50 to enter this very commercial enterprise. Anything for the newsletter! See the photo on this month's cover.

We then drove to Eureka for a lumber-jack style lunch at the Samoa House. With car springs groaning, we proceeded through two of the most scenic Redwood drives: Hwy 101 south of Crescent City, and Hwy 199 north of Crescent City.

We left the unusually cool California coast for the warm inland route through Oregon and stopped at the Redwood Motel in Grants Pass, OR. Keeping to tradition, we had another wine tasting pool party. Since it looked like the sidewalks of Grants Pass were rolling up about sundown, we made our way across the street to the Chinese Grill, which offered eggs, pancakes, and chop suey! The Chinese offerings were quite normal, and up to par for Alfisti.

The next morning, we headed up I-5 to Portland. On the way, Paul, Mary, Gene, and I stopped for gas and lunch in Springfield, OR. There we spied a car wash, and agreed to debug our cars and show up in style for the Convention. Of course, we took the el cheapo, exterior-only wash since the interiors were too full to find something to vacuum.

The rest of the run was uneventful, although we did find plenty of traffic complicating our hunt for the Embassy Suites Hotel. Once checked in, we found that there was a happy hour every evening with free snacks, etc., and a complimentary full breakfast as well, in the atrium. Hog heaven for this group of Alfisti.



Mary Blankenship oversees concours prep (at the car wash in Springfield, OR)



The Blankenship Milano is ready for the road and the show



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VISA

AROC Conve

Convention

by Phyllis Gaylard

Photos by Tom Suter and Gene Brown

Once we arrived at the Embassy Suites Hotel in Portland, it was like old home week for me, seeing many old friends that I have seen at previous conventions. I had some catching up to do, but others went on the bus tour to the 'warehouse/museum' of local dealer and sponsor Ron Tonkin to see his personal car collection. He is or has been a dealer for Alfa, Ferrari, Lotus, Honda, Toyota, Acura, Mazda, Kia, Hyundai, Nissan, Chevrolet, Dodge, and Lincoln-Mercury, as well as Ducati and Aprilia motorcycles. Guess he is some kind of car nut as well. He has a wonderful collection of neat cars.

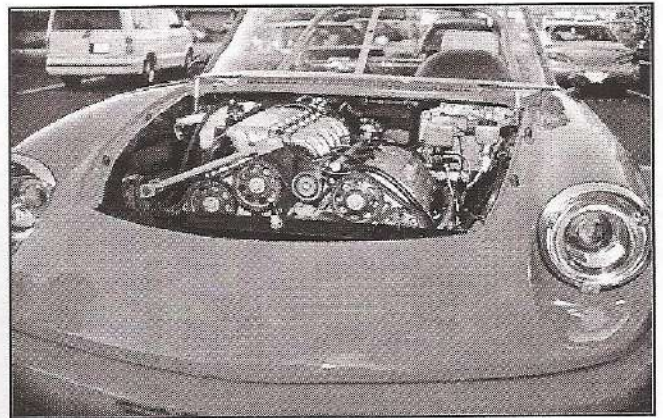


Alfisti admire the Tonkin Collection



The next day was an all-day AROC Board of Directors meeting. Our AROSC board complains about the bored meetings we hold monthly, but they can't hold a candle to

the national proceedings, in time spent, subjects covered, etc. I was too benumbed to remember much in the way of significant issues, but I do remember being asked by a few Board members if So Cal would put on the convention in 2002, as there were no other bidders. I can't answer for the decision of the membership, but I must say that if other chapters of 15 and 40 can do it, surely our membership of 350 can find a way! With this many people, the tasks can be small, but will add up to a great event for us and for the rest of AROC. More on this later.



The 4-cam 3.0 liter V-6 Spider: an interesting experiment, but not recommended in this form

After the Board meeting, there was tech inspection for the time trial and autocross. This is usually mundane, but the appearance of a late spider with a 3.0 liter V-6 Quad motor stuffed (literally) under the hood drew quite a lot of attention. The AROC Competition Chair wisely judged the car to be unsuitable in its present form: The intake air cleaners protruded into the passenger compartment, with no firewall protecting the driver, and the roll bar had no diagonal brace inside the hoop. The car probably goes like stink, but needs some sanity checks before being driven on a track. I wonder if the owner was trying to one-up the Nitro-powered spider that lit up the parking lot at the Columbus, OH convention?

Speaking of parking lots, Gene Brown had a view from his window of the Alfa parking area, and was amazed at the variety and quantity of Alfas there.

Convention 2000

Activities



*A room with a view!
Gene Brown saw it all*



By the next day, the goodie room was set up and there was quite a variety to peruse. I had to buy a couple of

Most of the AROSC contingent went to the Time Trial and Autocross at Portland International Raceway. This is covered in the next section, so I will proceed to the Banquet that evening. As seen below, the usual suspects stuck together for dinner. There were 2 unusual dinner features: a couple of lovely old Alfas were parked in the



There was the usual assortment of vendors selling neat Alfa stuff



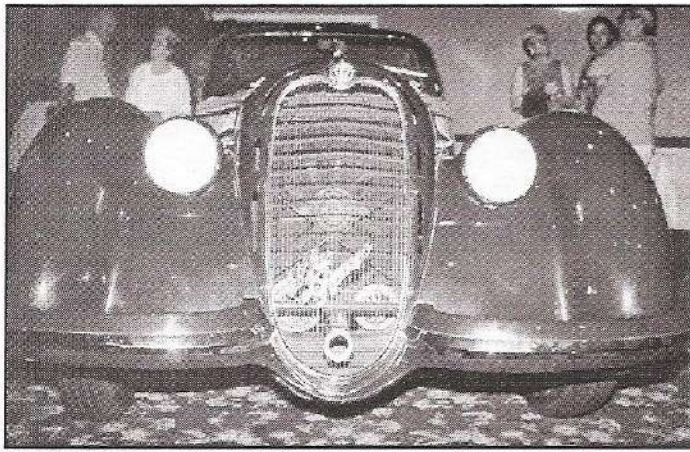
Paul & Mary Blankenship, Randy & Adrienne Harris, and Charlie and Bonnie (hidden) Schwartz at the dinner

shirts from my friend Tony Schmid of AJS Design. Also on display was the Art Contest submissions. A beautiful hand-made quilt was the winner, using various Alfa emblems as well as traditional quilt patterns. What a lot of work as well as creativity.



banquet room for all to see prior to the concours. I'm not sure exactly what they were, as I didn't write down the info, but from the Alfa Romeo Museo book, they look a lot like the 8C 2900B Lungo from 1938, and the 6C 2500 Villa d'Este from 1950. Tom Suter reminded me that this 8C 2900B was featured in the October 1998 issue of *Alfacionada*, with photos from Concorso Italiano. These would be welcome dinner guests at any Alfa gathering.

Saturday brought a wide variety of activities to choose from: Rallies, Technical seminars, a tour of the Columbia Gorge and Mt. Hood, chapter newsletter and organization



The magnificent 8C 2900B coupe, which was also driven on the rally



Pat Suter wouldn't mind having this beautiful 6C 2500 in her driveway

sessions, or shopping, relaxing, etc. Wes Ingram's tech session on the Spica Injection drew its usual good audience of interested Spica owners, and the chapter sessions pointed out that AROSC may be one of the best chapters around, with the best newsletter and the most activities of anyone in attendance. Certainly, as editor, I can say that having lots of activities makes the newsletter great,



Wes Ingram and his Spica tech session drew a good crowd as usual

because there is plenty of material to cover. Thanks are owed to Tom Suter for setting up the format so all I have to do is insert words and pictures. Thanks also to our Board for the diversity and quantity of events for our members to enjoy.

Saturday evening brought a dinner-dance, and I wonder if my cars are too tender, or does every dance band have to blast you senseless? You could hardly talk to someone outside the banquet room with the door shut. So I departed early and went upstairs to pack my bags for Sunday's departure following the Concours and Awards luncheon, which will be covered in next month's issue.



The spectacular Multnomah Falls on the Columbia River Gorge -- a highlight of the local scenery near Portland

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everyone got the line right, or like me, the car just wasn't nimble enough to follow it. And the body roll! Ward & Deane Springs and sway bars were much needed by nearly everyone. In the 164, I turned the wheels, put my foot into it, and waited for the forward view to change -- and waited, and waited. I found the worst corners to be up the course, at turns 2 and 3. I had the car in all the wrong places during the first 2 practices. Finally in the last practice, I got it close to right, and went down a gear so I could attack the corners.

I still had the problem of tire grip, and excessive tire howling. Just turn the wheel and it sounded like stepping on the cat's tail. Got to get some low profile tires!

At the end of practice, they posted the fastest time for each car in all sessions, and they planned to run the fastest 5 in the first run group, the next 5 next, etc. When I checked the list, I was surprised to see how much improvement I had made in the last session: 18 seconds!

???

POST	CLAS	NO	DRIVER	TIME	DIR	CLAS	TIME
1	1	1	PIERRE PFEFFER	1:02.00	R	1	1:02.00
2	1	2	DALE MACGOWAN	1:02.18	R	2	1:02.18
3	1	3	PIERRE PFEFFER	1:02.25	R	3	1:02.25
4	1	4	PIERRE PFEFFER	1:02.30	R	4	1:02.30
5	1	5	PIERRE PFEFFER	1:02.35	R	5	1:02.35
6	1	6	PIERRE PFEFFER	1:02.40	R	6	1:02.40
7	1	7	PIERRE PFEFFER	1:02.45	R	7	1:02.45
8	1	8	PIERRE PFEFFER	1:02.50	R	8	1:02.50
9	1	9	PIERRE PFEFFER	1:02.55	R	9	1:02.55
10	1	10	PIERRE PFEFFER	1:03.00	R	10	1:03.00
11	1	11	PIERRE PFEFFER	1:03.05	R	11	1:03.05
12	1	12	PIERRE PFEFFER	1:03.10	R	12	1:03.10
13	1	13	PIERRE PFEFFER	1:03.15	R	13	1:03.15
14	1	14	PIERRE PFEFFER	1:03.20	R	14	1:03.20
15	1	15	PIERRE PFEFFER	1:03.25	R	15	1:03.25
16	1	16	PIERRE PFEFFER	1:03.30	R	16	1:03.30
17	1	17	PIERRE PFEFFER	1:03.35	R	17	1:03.35
18	1	18	PIERRE PFEFFER	1:03.40	R	18	1:03.40
19	1	19	PIERRE PFEFFER	1:03.45	R	19	1:03.45
20	1	20	PIERRE PFEFFER	1:03.50	R	20	1:03.50
21	1	21	PIERRE PFEFFER	1:03.55	R	21	1:03.55
22	1	22	PIERRE PFEFFER	1:04.00	R	22	1:04.00
23	1	23	PIERRE PFEFFER	1:04.05	R	23	1:04.05
24	1	24	PIERRE PFEFFER	1:04.10	R	24	1:04.10
25	1	25	PIERRE PFEFFER	1:04.15	R	25	1:04.15
26	1	26	PIERRE PFEFFER	1:04.20	R	26	1:04.20
27	1	27	PIERRE PFEFFER	1:04.25	R	27	1:04.25
28	1	28	PIERRE PFEFFER	1:04.30	R	28	1:04.30
29	1	29	PIERRE PFEFFER	1:04.35	R	29	1:04.35
30	1	30	PIERRE PFEFFER	1:04.40	R	30	1:04.40
31	1	31	PIERRE PFEFFER	1:04.45	R	31	1:04.45
32	1	32	PIERRE PFEFFER	1:04.50	R	32	1:04.50
33	1	33	PIERRE PFEFFER	1:04.55	R	33	1:04.55
34	1	34	PIERRE PFEFFER	1:05.00	R	34	1:05.00
35	1	35	PIERRE PFEFFER	1:05.05	R	35	1:05.05
36	1	36	PIERRE PFEFFER	1:05.10	R	36	1:05.10
37	1	37	PIERRE PFEFFER	1:05.15	R	37	1:05.15
38	1	38	PIERRE PFEFFER	1:05.20	R	38	1:05.20
39	1	39	PIERRE PFEFFER	1:05.25	R	39	1:05.25
40	1	40	PIERRE PFEFFER	1:05.30	R	40	1:05.30
41	1	41	PIERRE PFEFFER	1:05.35	R	41	1:05.35
42	1	42	PIERRE PFEFFER	1:05.40	R	42	1:05.40
43	1	43	PIERRE PFEFFER	1:05.45	R	43	1:05.45
44	1	44	PIERRE PFEFFER	1:05.50	R	44	1:05.50
45	1	45	PIERRE PFEFFER	1:05.55	R	45	1:05.55
46	1	46	PIERRE PFEFFER	1:06.00	R	46	1:06.00
47	1	47	PIERRE PFEFFER	1:06.05	R	47	1:06.05
48	1	48	PIERRE PFEFFER	1:06.10	R	48	1:06.10
49	1	49	PIERRE PFEFFER	1:06.15	R	49	1:06.15
50	1	50	PIERRE PFEFFER	1:06.20	R	50	1:06.20

DATE: 08-21-89 TIME: 14:45:25
DRIVER: PIERRE PFEFFER

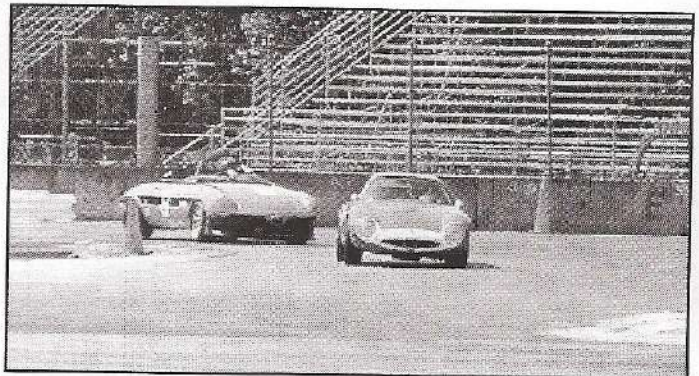


Randy Harris leads Pierre Pfeffer through the Festival Curves



Lisa Lehmann follows her twin

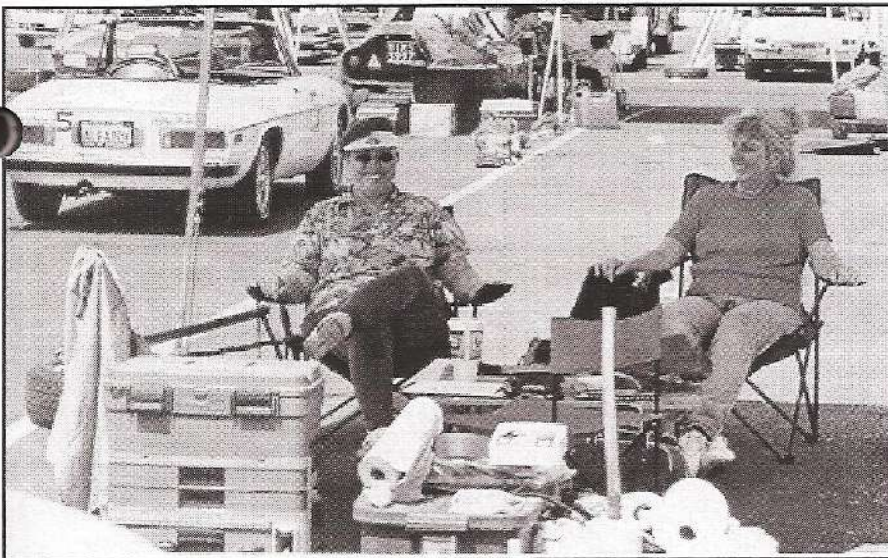
Yeah, sure! Fourth fastest of all the cars? When pigs fly (or 164s for that matter). However, I was willing to run in the first group and get it over with. I did warn them that I was likely to be lapped, as I wasn't as fast as the



Only at a National meet: Dale MacGowan in the "Graduate" Movie car/D-Prod racer follows Felix Chiu's lovely blue GTZ



Paul Blankenship makes sure all the tires are ground off on all edges with the time trial and autocross



Mary Blankenship and Adrienne Harris enjoy the shade, while



spouses Paul and Randy fade after a hard run on the track



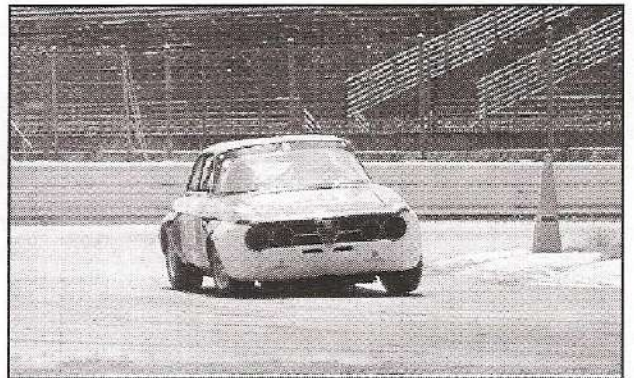
Tom Sahines makes his Giulietta look good on the autocross course

TZ, the 3.0 liter 4-cam Alfetta, the Porsche 911 Carrera, and the other race cars. So the Porsche and TZ passed me -- no harm, no foul. But the timing people forgot to subtract the 10 seconds from my final time that they had subtracted from my practice time. However, I did get 3rd in class and a trophy for "Time Trails". Wow!

I didn't get a posting of everyone's time but I think I am the only So Cal member to trophy. It helps that I had been there before, but a shortage of practice time did in our intrepid group. We have much more experience in running on tracks, but the line at Portland is tricky, and handling is key. Off the racing line you are lost, and the car is a handful. Typically, the local drivers have a big edge in the Convention time trials because there is usually not enough practice for the first-time drivers to find a fast way around. So let's do one on our home track!



Randy Harris' Duetto handles better than most in the Festival Curves



Bill Hardy of Colorado plays with his new toy -- a GTM-liveried GTV

Another Route to Portland, or: How Not to Go to the National Convention

by Doug Bender

Your esteemed club President Paul Blankenship organized a leisurely tour of AROSC Alfisti up the California coast to Portland to attend the AROC National Convention. All accounts were highly favorable and Paul sets the standard for Convention tours. I myself had to go and return much more hastily. Let me share some of my experiences.

My original plan was to leave on Sunday 7/16, arrive in Seattle for a track day the Seattle club organized on Wednesday, drive to Portland Wednesday night, attend some Convention events, do the time trial on Friday, and drive home over the weekend.

Unfortunately, my work responsibilities required me to be in New Mexico the previous week helping checkout a satellite we had just launched. By the time I got back to LA on Sunday, sleep took priority. Monday I got enough energy to go down to the garage and change oil and a few of other things on my '74 GTV, including trying to plug a hole in the muffler. By the time I was done it was getting late so the new plan was to leave Tuesday, with little chance of making it to Seattle by Wednesday morning.

By Tuesday I was tanned, rested, and ready, but again got a late start and only drove as far as Sacramento. At least I had the drive up California's dreaded Central Valley behind me (for this part you might as well put a brick on your gas pedal and lock your steering wheel, you're a passenger for several hours...a good argument for rapid transit). Anyway, by now I had to completely write off the Seattle track day. Also my muffler was leaking again.

Wednesday broke bright and early and I decided to drive a road that was new to me, namely Highway 1 north of San Francisco through Fort Bragg, ending up in Crescent City. Highway 1 in Northern California goes through some very beautiful country, but I don't recommend driving the whole thing in one day. The road winds so much, especially the last part; it was the first time I've been carsick in a car I was driving! I saw one unusual thing: a black bear trotted across Highway 101 ahead of me north of Eureka. When I got to Crescent City I noticed a new, potentially more serious problem: gasoline was leaking out around the bolt at the top of the large fuel filter near the fuel injection pump. Also I had a driveline vibration...bad U-joints? I tried to seal up both leaks and decided to press on.

Thursday I got to Portland just in time to have my car inspected for Friday's time trial, and the muffler was blowing again, the driveline was vibrating badly, and fuel was leaking so fast I was getting about 15 miles per gallon. I registered for the Convention and passed inspection (I didn't tell them about the fuel leak, figured I'd fix it). Then I went to work again on the muffler and fuel leaks.

Friday morning I was up bright and early for the time trial at Portland International Raceway, the main event I came all this way for. By the time I got to the track the muffler sounded OK but once again I had to fix the fuel leak. After the first practice one of the Marshals told me I had a fuel leak (surprise, surprise! - actually he first accused my friend Steve Barber in the other blue GTV). I missed the second practice fixing the leak but this time it stayed fixed. Thanks to Terry Manchester's collection of washers and just the right type of sealant. By the third and last practice I was back in business. The muffler was blowing again, and the U-joints vibrated at low speed, but at least I had no more safety issues.

So, how was the time trial? Glad you asked. Lots of things were different from AROSC events. The time trial was only one day instead of two, and a short day at that; we were done by three o'clock. There were three very short practices of about 10-15 minutes each, and only two timed laps (compared to five with AROSC). You have to learn fast under these circumstances. In the first practice I was learning which way the turns went and what gear to be in. I missed the second practice, and in the third practice other people in my class were blowing by me, several seconds a lap faster.

*Will Doug finish the time trial or break down??
Tune in next month for more.*



This month we have a new contributor to highlight: Louis Cayafas is a new member who has sent me several pen & ink drawings of various Alfas to fill space in the *Alfacionada*, including this GTA. You will certainly see more of his work in future issues. Thank you very much, Louis!

Vintage Race Report

Trans-Am 2.5 Series to be Revived

A new vintage race series for the West Coast has been announced by for 2001 that is billed as a Trans-AM 2.5 Revival Series. Kevin McKee, Northern California Alfa racer, and our Fred Schueddekopp have worked hard to develop this revival and they have sponsors and cars lined up to make it a big success. Competing will be the same type cars that ran originally in the 1970's: Alfa GTV's, BMW's, and Datsun 510's. They plan to run 6 events at real race tracks, including Willow Springs, Laguna Seca, and Sears Point, in conjunction with events put on by HSR West and other organizations.

A weight-displacement formula has been developed to allow cars with various engine sizes to be competitive. For example, this lets Alfa Romeo competitors run their choice of 1600, 1750, or 2000 engines. The events will NOT be restricted in entries: if you have a race-prepared GTV and want to run, you can. You can sign up for any or all of the series, which is particularly neat, as they will run on our 'home' track at Willow Springs twice in 2001.

To help organize and support this race series, BSedan.com will serve as the official communications point for the series and will be the focal point for this new vintage sedan racing organization.

The goal of this program is to bring back the excitement of the Trans-AM sedan races and to consolidate the B-Sedan class of cars for more competitive and enjoyable racing. A number of new features and pages will be added to the BSedan.com web-site to communicate every detail of this exciting new series.

VARA Races at Anaheim Stadium

VARA has scheduled the Anaheim Thunder vintage races at the Anaheim Stadium for the weekend of September 21 through 24. No further details are available at this time, but it is close-to-home, and it's paved, which is a big plus to anyone who went to the races at Temecula.

Mark your calendar and come to a vintage race event that should be lots of fun. For more information, contact Phyllis Gaylard or Anthony Rimicci as listed in the masthead, page 2.

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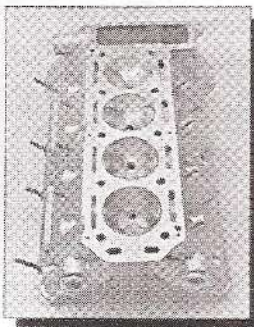
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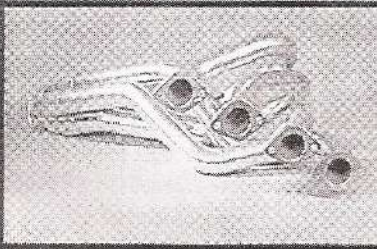
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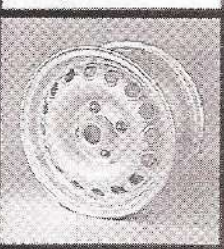
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1984 GTV/6: with '89 Milano 3.0 engine, 164S cams, Sperry Stage 2 heads, spark box, Recaros in tan Avus cloth, all Alpine: CD, alarm, speakers; VDO, MOMO, Bilsteins, etc. Serviced by Bill Werner @ Alfa Only. Asking \$7500. Call Joel Hoffman at (818) 994-4730, E-mail JOELGTVTRANSAM@cs.com (8/0)

1978 Alfetta Sprint Veloce: Ivory, new tan interior, runs good, good tires, alloy wheels, very clean; \$1500. E-mail Frank at fhoeffner@earthlink.net (8/0)

1966 GTV 1600: Former t-d rally car, with 1750 cam and head work. Car stored outside for 7 years. Good no rust original car, \$5000 OBO, LA area. Call Ron at (818) 713-1909 or E-mail demuri@earthlink.net (8/0)

59 Giulietta Spider Veloce: Very clean California car, owned since 1970; original except for 5-sp, rugs, and radio. White w/black top and int. 78K total miles with 8K on rebuilt engine. Webers just being rebuilt. Mechanics and cosmetics are excellent with many spares. Shown on page 38 of "Illustrated Alfa Romeo Buyers Guide" (1983). Also, see pictures at <http://people.we.mediaone.net/dheriting>. \$16K OBO. Call Dave at (323) 935-6118 or E-mail dheriting@mediaone.net (7/0)

1993 Spider Super Veloce: Red, camel leather interior, outstanding condition, shop manuals, etc. First owner put easy road miles from Ventura to Glendale, I have about 5,000 on it, all items replaced, sell to a good home, have too many cars... \$9,800 or OBO. Call George (805) 530-0007 or E-mail e.business@gte.net (7/0)

1987 Milano 3.0 Verde: Black/grey Recaro's, less than 1K miles on completely rebuilt front suspension, Koni shocks, Shankle Super Sport: Springs, Torsion Bars, and Swaybars, Flowmaster rear exhaust, chrome Speedlines from 88 Verde w/ good 205/50ZR15 Yokohama AVS Intermediate's; new radiator. One of only 11 Verde's made without sunroof, very early production S/N 029, needs cosmetic help, could make nice time trial car or daily driver, runs strong. Asking \$2800 Call Santo or Anthony (818) 701-1614 or E-mail ITALCARGUY@aol.com (7/0)

1965 Giulia Sprint GT: Red/grey, first production year for GTV, 100% original and complete, roll bar, needs restoration, runs and drives, good solid project car. \$3500 OBO. Call Santo or Anthony (818) 701-1614 or E-mail ITALCARGUY@aol.com (7/0)

1962 2600 Sprint: Red/black, partially restored, painted 7 years ago, some chrome done, all complete, needs finishing, has been covered and stored indoors for past 7 years.

Asking \$3800OBO. Call Santo or Anthony (818)701-1614 or Email: ITALCARGUY@aol.com (7/0)

1974 GTV: Red/black, nice original car, runs and looks great. \$6000.00. Call Fred for details at (714) 773-1473 or E-mail alfaawe@aol.com (7/0)

1991 I64S: White with black, 83K, one owner, no accidents, history complete, by Uwe Backer (now Omega Motorsports) since mile #1. \$9500 OBO. Call Laura at (310)836-3160 (days) or Email: alfaomega@prodigy.net (6/0)

1973 Spider: Beautiful red lacquer. New convertible top, completely rebuilt engine: 3/4 race cams, dual carbs, Marelli electronic ignition. \$4900 obo. Call Lisa at (408) 517-0433 or Email: lialarson@earthlink.net (6/0)

2 Milano's for sale: both 2.5 liter, both registered as Non-Operational in CA. One will not pass smog but has Sperry heads, large valves and runners, modified chip with hot cam, and Shankle suspension kit front and rear. The other car has read body damage. Both cars no longer needed, so give them good homes: Make offers. Call Mike at (562) 433-0695 (home). (5/0)

1974 Spider parts: Front clip, excellent condition, blue with hood, \$250. Factory hard top for Giulia/Giulietta, fits '74 too! Also trans, engines, doors, hoods, trunk lids, etc.; bring a truck. Call Chuck at (775) 882-0539 or Email: Chuckchris@dellnet.com (4/0)

1987 Milano Silver: Red, excellent car except for recent water pump failure and ac pump problem. Lots of goodies (164-style belt tensioner, Shankle springs/bars, Shankle Sure-seal, ANSA muffler, Stonegard headlight covers, Ronal wheels, new headliner, reupholstered interior, Aeroquip power steering hoses). Well maintained, good daily driver. Too busy and too many Alfas forces sale. Will sell "as-is" for \$2,750 or will sell "fixed" for \$4,250 (repairs will be done by Alfa Only). Call Ed at (909) 279-8323 (eves/weekends), edng@pacbell.net (see photos at <http://home.pacbell.net/edng/milano.html>) (3/0 rev. 7/0)

1984 GTV-6: Anthracite, used as daily driver until engine bearings gave out 2 1/2 years ago. Car in mechanically decent shape (except engine bearings), but interior and paint job not so good. New mechanical type belt tensioner, donuts and water pump. Too busy and too many Alfas forces sale, \$950. Call Ed at (909) 279-8323 (eves/weekends), edng@pacbell.net (see photos at <http://home.pacbell.net/edng/gtv6.html>) (3/0 rev. 7/0)

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Our 2000 Calendar

January	February	March	April
6 AROSC Board Meeting 22-23 Time Trial - Willow Springs 29 AROSC Annual Meeting 12:30pm Luncheon Cirivello's Trattoria, Long Beach	3 AROSC Board Meeting 25 General Meeting - 8pm, Culver City 26 Peterson Museum Tour & Clean Car Show	2 AROSC Board Meeting 11-12 Time Trial - Laguna Seca 31 General Meeting - 8pm, Culver City	2 Tour "In Search of the Wildflowers" 4* AROSC Board Meeting 22* Swap Meet at Omega MotorSports, 8am 28 General Meeting - 8pm Culver City 29 Tour Bothwell Antique Race Car collection * Note Date Change
May	June	July	August
4 AROSC Board Meeting 6-7* Driving School - "Streets of Willow" 21 Concours Long Beach 26 General Meeting - 8pm Culver City * Note Date Change	1 AROSC Board Meeting 3-4 Time Trial at Buttonwillow 24-25 Tour to Julian 30 General Meeting - 8pm Culver City	6 AROSC Board Meeting 19-23 National Convention, Portland, OR 28 General Meeting - 8pm Culver City followed by Tech session at Omega MotorSports	3 AROSC Board Meeting 13 Summer Party at Phyllis Gaylard's home 18 Concours Italiano in Monterey 25 General Meeting - 8pm Culver City 26 Mt. Wilson Twilight hillclimb & picnic
September	October	November	
7 AROSC Board Meeting 9-10 Time Trial - Las Vegas 17 Concours - San Antonio Winery 29 General Meeting - 8pm Culver City	1 Fall Swap Meet, Huntington Beach 5 AROSC Board Meeting 14-15 Driving School at "Streets of Willow" 21-22 Wine Tour 27 General Meeting - 8pm Culver City <i>Note changed date in boldface</i>	2 AROSC Board Meeting "Liter", Woodley Park 11-12 Time Trial- Willow Springs 17 General Meeting - 8pm Culver City, Elections, "White Turkey Auction"	9 Holiday Party 10 AROSC Board Meeting