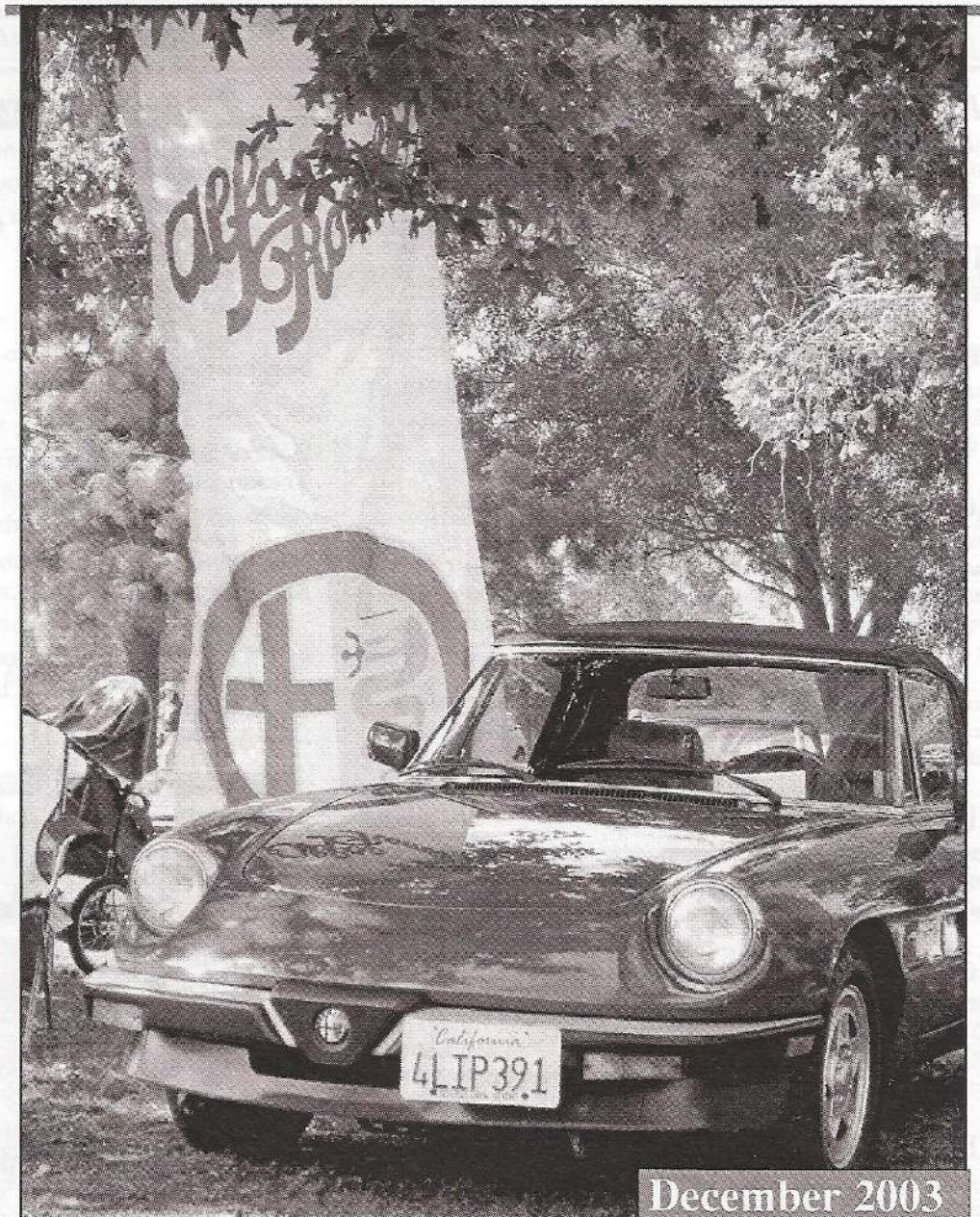


Quadrante

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



December 2003

In This Issue: Concours at Woodley Park, More Time Trial Las Vegas, coming events, and more

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
17041 Malta Circle
Huntington Beach, CA 92649

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 by the end 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 Club, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscription to this newsletter is included as part of the annual AROSC membership fee of \$70; non-members of AROSC may subscribe for \$22 per year.

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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
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Business card	\$100 per year

This Month's Cover

A shiny red spider under the tree -- what else would you want for Christmas? At Woodley Park, the banner kept waving in the breeze, but perseverance won out, and Randall caught one shot of it in full view! Photo by Randall Higa.

AROSC Web Site: www.arosc.org

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View from the Top

Miscellaneous Rumblings from Il Presidente!

Well it seems that another year is done with. 2003 was pretty good to 'ole AROSC.

November was busy for us. Woodley Park and the 'Best of France and Italy' was an incredible success for us. We counted over 100 Alfa Romeos on the green and another 15 or so "cheapskates" in the parking lot. 18 were entered in our Concourse. Each year we have more Alfas on the lawn. Thanks to all of you who showed up.

Then the next weekend a bunch of us headed up to Solvang for our Wine Tour of the Santa Inez Valley. Search further back in the newsletter for the details.

The elections were held as planned at the November general meeting. 42 of us voted either by mail or at the meeting. Congratulations to Doug, Gene, Bill, Phyllis, Jon, Art, Norman and Terry for their re-election, and welcome aboard to Doug Adler and Bruce Colby who fill in the spots that Carrie and I vacated.

Also at that meeting was the White Turkey Auction. We did not have as many items as in past years but Charlie Schwartz made up for that with his legendary auctioneering skills.

Speaking of AROC National, I have had 2 chances to communicate with our supreme Il Presidente Mark Mosko and with Director George Linton. These guys seem to have way too much enthusiasm about AROC and about ways to improve things. One thing that George is promoting is more

communication between the chapters and AROC. There are over 4,200 Alfisti in over 42 chapters across the US of A. and he wants to highlight chapter activities. The Board will do its best to keep Alfa Owner updated.

If you folks have any particular things that could be changed to make AROC better let me know and I will pass it along. I like the new look for the Alfa Owner. I want to keep up the enthusiasm of Marc and George. It's sort of refreshing.

Now I get towards the end of this, my last article as Il Presidente. Boy, 48 of these things over the past 4 years. I must thank a bunch of you who have served with me on the Board of Directors:

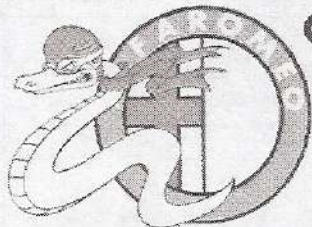
Kevin, Gene, Phyllis, Jay, Anthony, Art, Doug B., Charlie T., Eric, Carrie, Regan, Jon, Terry, Bill and Norman.

The other 350 of you can't imagine how easy it is to run this Club. The 15 folks mentioned all bring a lot of experience to this group. All I had to do was get out of their way and not screw up their plans.

I now look forward to my first General Meeting in February when I can just drift in late and sit at the back of the room. I look forward to the new Board and who ever is selected to lead our group next year.

See you at the meeting. Just look in the back of the room.

Sidewaysalfa



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News: New Web Site Posts 2004 Schedule

The 2004 schedule for the Vintage 2.5 Challenge has been posted on the new official web site www.twofivechallenge.com. This will be the only web site that has the official information for the series. To sign in on the site go under contacts and fill in the blanks with all your up to date information. The primary purpose of the new site will be to serve the Vintage 2.5 Challenge competitors and its' sponsors. Please forward the address to anyone that maybe interested in racing with us or following the series.

The schedule for next year will include six races with three events being spectator events. We have chosen the events and tracks carefully to give our cars the attention they deserve. The season starts with HSR-West in

Phoenix with its' all new three day spectator event. Next is the ever well attended Willow Springs which has been in the past "The Opener"; this year points and trophies will have already been handed out by the time the series races at Willow Springs. Laguna Seca follows which will NOT be a sound restricted event; we've had great racing every year at Laguna Seca and this year should be another terrific race. Then the series moves on Fontana and the So. Cal. Historic Sports Car Festival with HSR-West and its' annual spectator event which continues to grow with the support of the track. Also on this year's calendar for the first time is Infineon Raceway (Sears Point) with NASA; we are told that we'll get four times per day on track! For the first time we'll finish the year at Willow Springs and if history repeats itself there will be a battle for the championship.

2004 Race Schedule

Date:	Race:
Jan 30-Feb 1	Phoenix International Raceway/HSR-West
March 6-7	Willow Springs International Raceway/HSR-West
April (date TBA)	Mazda Raceway Laguna Seca
June 18-20	California Speedway/HSR-West
September (date TBA)	Infineon Raceway Sears Point/Nasa
October 9-10	Willow Springs International Raceway/HSR-West

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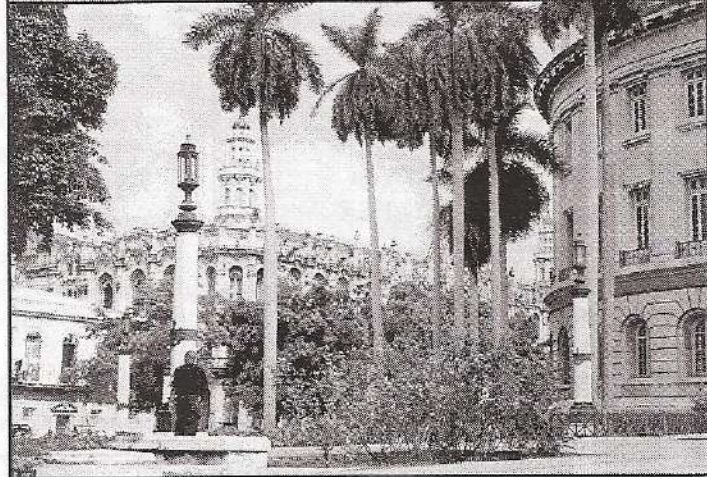
VISIONS of CUBA

Memories from Carrie's Trip

Photos by Carrie Adrian



A classic Chevy from the '50's.



A typical car owner's pose.

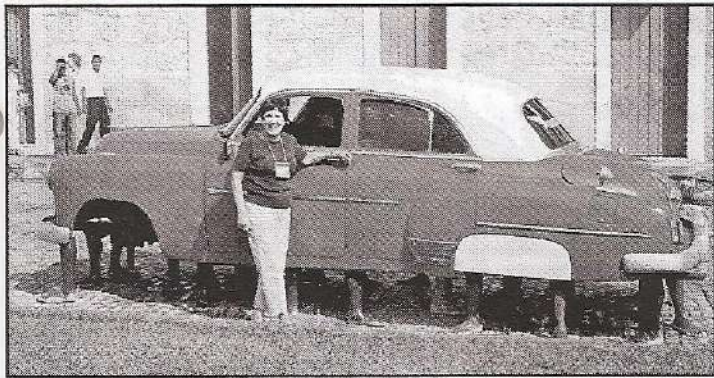
Two views of Parque Central, Habana Cuba.



Three kinds of transport: old cars, bicycles, and coco taxi, in Antiqua Habana.



The faces of Cuba: from the balcony, and on the stoop, typical locations for people to relax and watch the scene.



Carrie stands by an art installation "Automotive Repairs". Note the legs holding it up.



Water color by Luis Camejo showing 2 types of taxis.



Typical farm transportation.



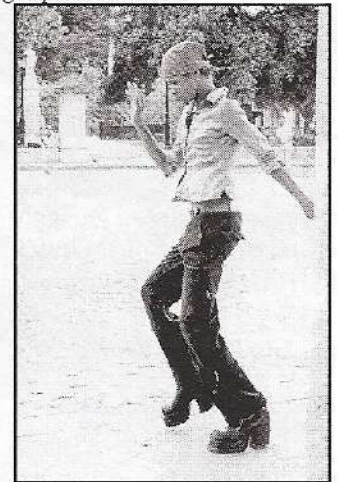
Carrie and her favorite graphic artists.



Thinking of Randy and Norman, a cigar factory.



Juana, La Santera



A dancing Marican



Slogans of Cuba.

Concours at Woodley Park

Best of France and Italy Car Show

Photos by Randall Higa

Woodley Park Concours- November 24

We had a fine turnout on Sunday despite the track conflict in Las Vegas. Paul Blankenship counted at least 95 Alfas on the grass, of which we had 16 in the Concours plus two in the non-Alfa category: Dirk Stoehr's 65 Fervis FIAT park patrol vehicle and Doug Adler's Lancia Beta Scorpion. Competition was especially keen as you can see by the close and high scores below. For the first time I can recall, Closed Class entries outnumbered Open Class by about two to one. Older cars swept the ribbons, with age points only partly responsible for the very high scores in a field of magnificently prepared automobiles. Final results were:

Open Class:

First Place:	Howard Zellman's '64 Giulia	228
Second Place:	Dirk Stoehr's '49 6C 2500	227
Third Place:	Al Evans' '67 Duetto	224

Closed Class:

First Place:	Dirk Stoehr's '67 Giulia Super	222
Second Place:	Roger Grove's '65 Sprint Speciale	220
Third Place:	Doug Brown's '56 Sprint	216

People's Choice went to Dirk Stoehr's '49 6C 2500



Dirk Stoehr's popular 6C2500 SS, a 2-seat cabriolet by Pinin Farina, especially built for the "Concours d'elegance" at Ville d'Este in 1949. It looks just like the car on the cover of the December 'Alfa Owner'. It is listed with 105 Hp, 4-speed transmission, top speed of 165 kph, and weighs 1000 kg.



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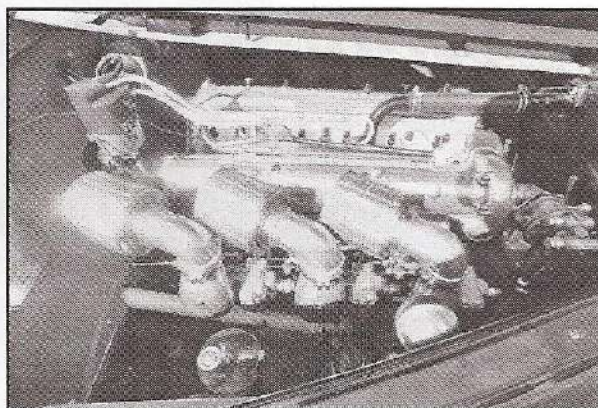
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Randall does 'artsy-farts' with this shot of the trunk of Dirk's 6C2600. The plaque notes the Alfa Club of South Africa!



Under the hood of Dirk's 6C2500. Note the awkward split hood configuration. Must make pulling an engine a lot of fun!



Dirk's interesting coupe by



A 1900 CSS Zagato with a rare double-bubble roofline.

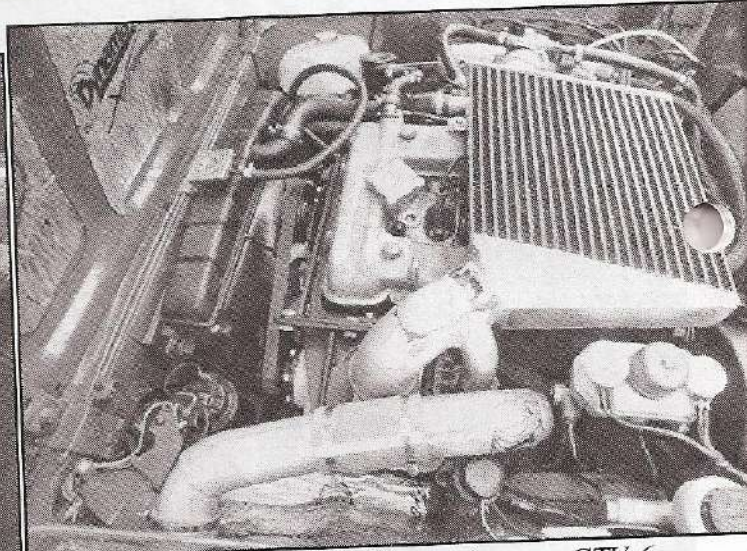
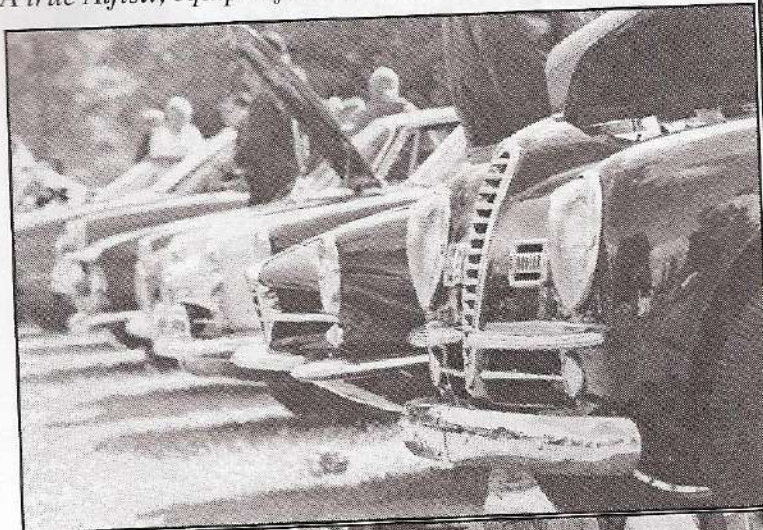
More Woodley Park



A true Alfisti, equipped for our wine tour!



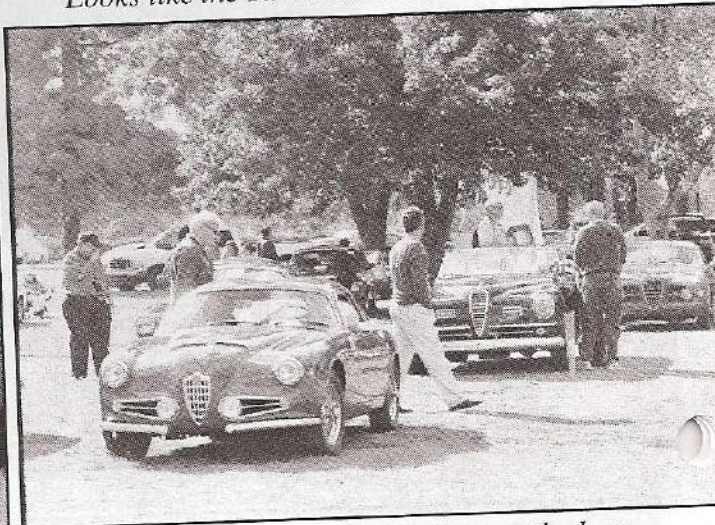
An Alfa Kiddie Car!



Looks like the Turbo Intercooler on a GTV-6.



An assortment of noses and tails through the years.



*A group of classic Alfas lined up on the lawn.
Only at Woodley Park in November?*



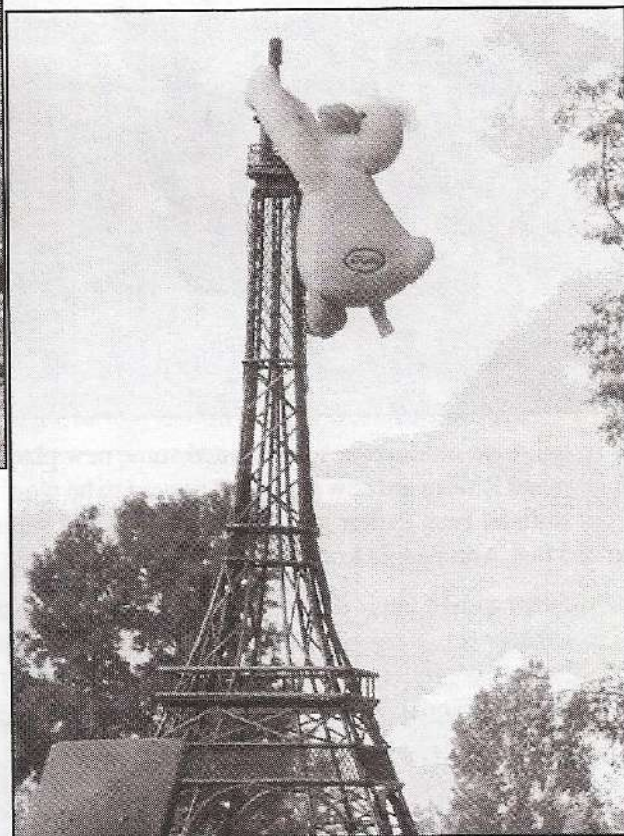
Where there are Alfists, there is food!



A clean Junior Zagato.



Looks like Jay Leno brought out his Bugatti again.



In honor of the French participants, the Citroen Duck, hanging from an Eiffel Tower!

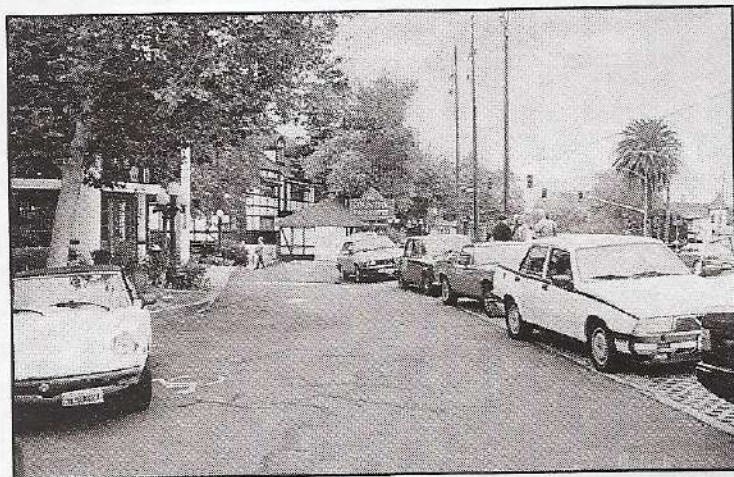
Wine Tour to Santa Inez

Thanks Again to Paul & Mary

By Paul Blankenship
Photos by Jim Lightfoot

"Neither rain nor sleet" was our motto for Wine Tour 2003 when the weather got us Saturday afternoon. More about that later.

The week after The Best of France and Italy was the occasion of our Wine Tour 2003 in Santa Inez. A bunch of us drove up to Solvang Friday evening, and the rest showed up Saturday morning. I counted about 20 of us, some regulars and a couple of first timers.



We tasted some old favorites and visited some new places. Koehler and Rideau are new stops and proved to be worthy of our dollars. Fess Parker was our lunch stop and we all showed that Alfa people know how to eat.

The weather turned lousy during the picnic lunch. We all got to see how well our windshield wipers worked and spider occupants got to test the water-proofness of their pants legs as the traditional top leaks were verified.

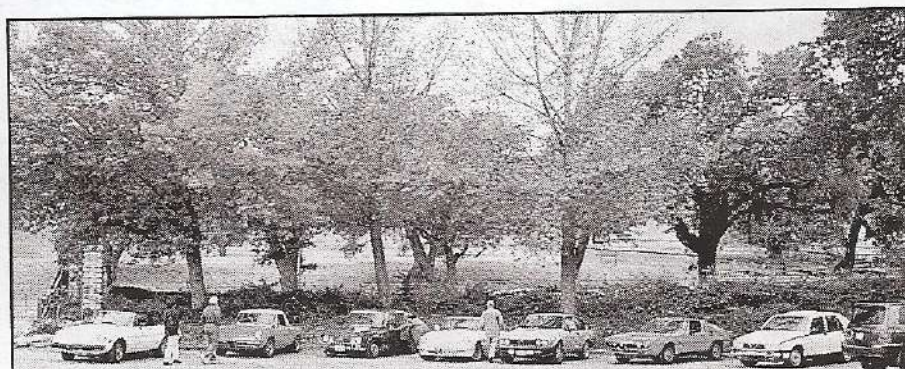
Bedford Thomas had a new tasting room in Los Alamos and also proved a source for rare Alfa parts. A little valley wide power failure in Santa Inez did not stop us from tasting at Rideau. The staff just kept pouring and some how keeping track of the money without the help of their electronic cash register.



Charlie and Bonnie Schwartz compare notes on the Koehler wine.



Gene Brown discovers that not all wines are inferior to his usual 'Big Gulp' while Bruce West and Paul Blankenship compare notes.



The Alfas take over the Fess Parker parking lot.

After we got back to the hotel and changed into warm, dry cloths Mary and I hosted a reception at our room. For dinner we all swam into Buelton to *A. J. Spur's* where we got a large table and too much to eat. Sunday, after a good Solvang breakfast we all headed our own ways to visit some of the smaller wineries.

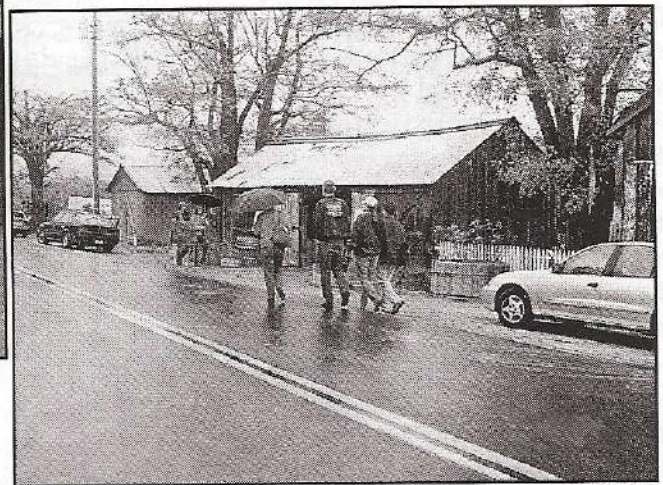
I think that we all had a good time. I can't wait to see what Gene has in store for us in 2004. He always finds some interesting touring roads for us to travel.



Louis Cayafas and Norm & Evie Silverman enjoy lunch on the dry Veranda at Fess Parker.



Jim and Elyse Barrett (on right) and others at lunch under the roof at Fess Parker while it rains. It was very considerate of the winery to have provided tables and chairs there.



After lunch, it was on to Foxen in the rain.



Paul and Mary Blankenship contemplate a successful tour, and a future as 'retired' President of AROSC.



An O.C. couple named Cline Joined our tour in search of fine wine. Their Specials were home, Waiting parts stuck in Rome, But their Bimmer in drag proved just fine.

More Time Trial & Race Las Vegas -- October

by Doug Bender

Photos by Russ Meyer and Sheila Kutkus

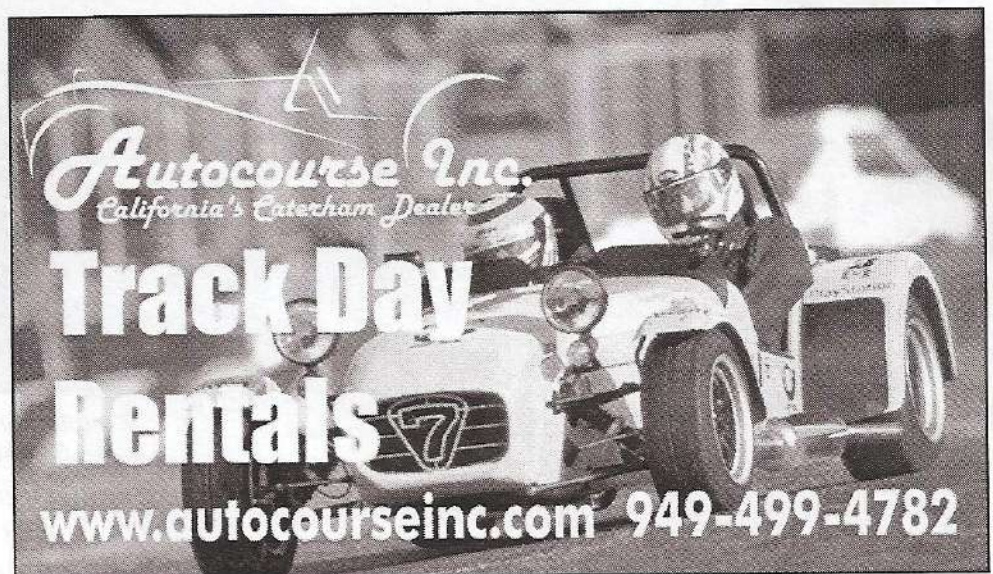
AROSC held its sixth and last time trial of 2003 at the "club track" outside the big oval NASCAR track in Las Vegas. This was a relatively long haul to an unknown track, and consequently we had a smallish turnout of about 80 cars, mostly club "regulars" with a few new faces thrown in. The weather was most pleasant, warm and clear.

The track managers at Vegas have made some big changes, improving the track greatly since the last time we were there several years ago. The track itself is significantly longer and laid out quite differently, much to the participants' pleasure (more later). The pit area is outside the track and it is no longer necessary to wait for the end of a session to leave or come. There is now a two-story building usable for registration and timing, but the amenities are still not all there in terms of air, fuel, tires etc.

The results were published in the previous (November) issue of *Alfacionada*. Because it is a new track for us all class-winning times are also track records. It's fairly easy to calibrate the times since times at Vegas seem to be about five seconds greater than times in the same class at Buttonwillow. You can see that we had a fairly small turnout of Alfas. In Class B Mark April, in his first time trial, was only half a second slower than car owner Frank Moore in the Class B Milano. Craig Goldenson won Class C and got top Alfa time of the day in his tried and true GTV6, beating out Peter Kemos in his newly rebuilt GTV. Jorge Mazlumian was all alone in Class D. Bob Blizzard easily got top time of day in his "funny truck." John Hammack broke Claus Groth's string of wins in Class N. We saw a familiar car back with a new driver: Jim Caver bought Alex Brown's well-prepared Class C GTV.

Due to shortness of time, and to make things more exciting, we ran a combined Race for Alfas and non-Alfas. Frank Moore won the Alfa race in a dominating performance after battling with Emilio Valsecchi's Golf. Several of the other Alfa drivers had mechanical problems of one type or another—Randy Harris broke an exhaust pipe, Peter Kemos was fighting small problems all weekend, etc. There were no surprises in the non-Alfa race as the three Class M+ cars had their own race at the front of the pack.

I personally had a very nice time. My Class B race car was not ready to run so at the last minute Norm Silverman kindly offered to share his near-stock Class H Giulia Ti 4-door sedan. What a different experience! When I say near-stock I mean it has its full interior (in excellent condition), a single downdraft carburetor, the original "art-deco" style instruments, and steel wheels. The only mods are Yokohama AVS 60-series tires and stiff springs. It's the quietest Alfa I've driven, I think even quieter than my wife's 164. And of course it doesn't have much power on the straights. But, it's an Alfa and has very good, well-balanced handling in the turns. I was able to stay with nearly everyone through the turns, then I'd have to back off and let them by on the straights. But even in the mid-speed Run Group 1 I didn't feel terribly disadvantaged. As you can see, I turned a time of 2:35, with Norm a few seconds back; using the Buttonwillow comparison we are right on pace or maybe



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Bob Blizzard in the truck sets up Jorge Mazlumian in the GTV for a pass.

just a few seconds slow still. I've urged Norm to put in dual Webers, a hotter cam, maybe a limited slip rear and stiff front swaybar, and race tires, all of which would move him up to Class E or F. It's always tempting to make a car faster but of course these mods would change the character of Norm's car quite a bit. That's the nice thing about Alfas, they are so easy to modify that it's easy to start in a low class and work your way up, as I've seen many times. You can go about three or four classes without even changing anything major on the car, just bolting on different parts.

The track itself was a lot of fun and in an informal poll at the awards ceremony most people wanted to go back before too long (and in fact it's looking likely that we will be back next year). There are a lot of turns, something like a dozen significant ones and various other kinks, chicanes and twists. There is no elevation change and with so many turns the speeds stay pretty low (I never used fifth gear), but it wasn't as hard on brakes and tires as, say, the Streets of Willow. There is just about every kind of turn: late apex fast in/slow out; deceptive chicanes where you can carry a lot more speed going in than it seems; and long, double-apex sweepers. Other drivers I talked to remarked on the challenge of learning this place and wanted to go back and really get it right. Experienced racer and instructor Brad Gray rode with me one session and showed me some tricks (criticizing my tendency to early apex, my worst habit), but said he learned some things from me as well about the chicane sections. It's a safe track with lots of runoff area nearly everywhere, with one exception:

Turn 1 is narrow and sharp, and on the first lap racers tend to bunch up there. So at Phyllis' suggestion we moved the starting flag well down the front straight to slow speeds down going into that turn.

One hassle with running at Las Vegas is of course the trip up there and back. I told Norm I'd be at his house in Chatsworth at 3:00 PM. Here's the way it actually worked: I left work at noon Friday, went home and packed, went to Wilmington to get my trailer out of storage, fought all the way through rush hour west-side traffic (two accidents slowed things down more), and got to Norm's house at 6:00. Then we had to load his car on the trailer and fight more rush hour traffic before really getting out of town. We got to the hotel in Vegas at 1:30 AM. And of course I had to reverse the entire process to get back home Sunday night (without the rush hour traffic). I hardly ever get to Vegas, and the advantage of driving with Norm, who does, was that I learned some of the landmarks, such as the Mad Greek restaurant and the world's tallest thermometer, both in Baker. Needless to say, we didn't have much time for going and hanging out at the Strip. Sheila set up a very nice barbeque dinner at the hotel, catered by a restaurant down the road from the track.

Oh, and one more thing. We didn't go to the Strip to see any shows, but the track is near Nellis AFB and Sunday afternoon we saw quite a display of expensive, sinister machinery taking off and landing: B-2 stealth bombers and F-117 stealth fighters, F-16 fighters, and others I don't remember.

We had a full gang of helpers. In John Cote's absence Dennis Fibrow and Greg Nelson ably ran the event from

2004 Time Trial & Race Schedule

Here is AROSC's planned program for next year, all dates firm as listed:

Willow Springs	January 31-February 1
Laguna Seca	March 27-28
Buttonwillow	May 29-30 (note change from December)
Willow Springs	October 23-24

Schools at Streets of Willow : March 6-7 and September 11-12

We will try to add one more time trial: most likely Las Vegas, possibly Thunderhill, and we will try for a November date.

start/finish. Once again we had to announce run groups with a bullhorn. Paul Ellis ran tech Inspection and classroom training. Dennis Fibrow's wife Jody took care of food for the corner workers. Bruce Colby got help from a new recruit, Vince Rinner, for Timing (and when I went up to see how it was going I saw at least one of the Mc Kibben brothers helping as well). Randy Harris and Greg Nelson were on hand for classification, Terry Watson and Dennis Fibrow ran Registration, Brad Gray ran Intro Group, and Phyllis Gaylard handled finances. As I said above, Sheila Kutkus arranged the hotel and set up a very nice barbecue in the hotel lobby.



Alan Ward was very fast in Phyllis' GTV, coming from the back to place 3rd overall in the Saturday race. However, he lost 3rd gear on Sunday morning, and went home early.



Newly elected board member Bruce Colby's GTV works hard in a corner.



Cesar DeAnda's Mustang looks good on track.

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We TT racers are becoming quite the social group. In October at our Las Vegas event, over 50% of us made it to the Saturday night dinner -- a catered barbecue at the hotel. This was our last time trial for 2003, but be sure to catch us in 2004 at more great dinners.



Star instructor and Chief Tech Inspector Paul Ellis welcomes back Bonnie and Mike LeLesch, who had been missing for about 10 years, running with VARA. Unfortunately, Bonnie's engine expired again, so they left early. Dump that MG and get an Alfa!



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Classified Ads

Free advertising for members - please send to the Editor

1994 Commemorative Edition Spider Veloce: Car #186 of 190. British Racing Green with black top. 5-speed, 12-disc CD player, power windows, AC, suede/leather interior with walnut trim. Everything works, in very good condition. Never in an accident, never painted, no rust to my knowledge. 62,000 miles. **MUST SELL.** Car is in Columbus, Ohio. Price is negotiable. *Please E-mail to toohardtospell@aol.com or call (614) 893-7163.* (12/3)

1988 Milano Gold: white, sunroof, automatic, 132,969 miles, \$3,000. *Call Alfa Only at (323) 662-3916.*

1977 Spider: Brown with tan top, 68,430 miles, \$2,500. *Call Alfa Only at (323) 662-3916.* (11/3)

1967 Duetto: Red, black top. Clean, strong, mostly original, minimal rust. Owned since 1976. \$8,000. *Call Peter at (310) 442-0052.* (11/3) **Note: phone number corrected since last issue!**

1991 Spider: White with tan interior, 72,000 miles, good condition. Priced to sell at \$6,000 OBO; seller is anxious, leaving the country soon. *Call Linda at (310) 399-9282 (eve) or (310) 260-4528 days.* (10/3)

Parts for Sale: (3) complete **GTV6** motors \$250-450 each, several nice **GTV6** brake boosters with Brake and Clutch cylinders \$100 each, misc. used red Konis for **Spider, Alfetta, GTV6** - \$35-50 each, Shankle front sway bar for **Alfetta/early GTV6** - \$150, **GTV6** hood and rear trunk lid - \$75 each (no rust). **GTV6** set of (4) stock wheels with nice Yokohama tires - \$200. Plus lots more misc. **GTV6** stuff, just email with your needs.

Cars for Sale: **1982 GTV6** no rust NV car with great running engine. Has bad clutch/trans but comes with another in good shape. Interior is pretty shot. May be good to restore or also track car. \$850 obo. *Call Jim Ferris days: (714) 572-6261 or evenings: (909) 318-1491 or E-mail to rude82000@yahoo.com.* (10/3)

1971 GTV: Fresh 2.0 engine, Ward & Deane suspension goodies, Campis with Yokohamas. Needs paint and interior put back, have all parts. Been sitting, no rust, no smog, tags expired. \$6,500 OBO. *Call Victor at (714) 960-1208.* (9/3)

1978 Spider: Creme/black, 141M, runs great, well maintained with new brakes, upholstery, tires, carpet, strong engine and very good transmission, \$5000 OBO. *Call Susan at (310) 392-5382.* (9/3)

1983 GTV6: 3.0 engine. Metallic black on tan, very good paint, body and trim. Reupholstered seats. Mechanically excellent, Shankle suspension and Sure-Shift, Spax adjustable shocks, 4.10 transaxle. Well maintained by original owner. Lots of extras and spares available. \$7000. *Call Herb at (510) 526-3037.* (9/3)

Carbs for sale: Just in from Italy for the race crowd: One set of Weber DCO 50 with short (1") air horns. These big mothers are long out of production. For full race engines only. They appear to be new but are not in boxes. Price: \$600 each. Also, one used Weber DCOE 45. For hot street or mild race engines. Price: \$250. (Compare with catalog vendor's price of \$325 and up for new ones). *Call Doug Bender at (310) 373-3352 or E-mail to alfabender@verizon.net.* (8/3)

Parts for Sale: Parting out **1995 164 Quad.** Front-end damaged, trans in good shape, 4 wheels & tires, etc. For info and prices: *Call Uwe at Omega MotorSports (310) 836-3160 or Phyllis Gaylard at (714) 377-6377 or E-mail to Phyllis3@aol.com.* (8/3)

1962 Giulietta Spider: new white paint, engine rebuilt. Have all parts needed to complete restoration. Photos at: <http://members.cox.net/azalfa/giulietta.html> \$10,500. *Call Tom at (623) 561-8222 or E-mail to phxcars@yahoo.com.* (7/3)

Parts for Sale: Parting out **1978 Spider. Alfetta:** 2-piece headers \$50, Sure Shift linkage \$25, sump guard \$25. **1974 GTV:** left rear bumper end \$30, 'between the lights' grill \$25 each, bumper over rider, 2 plastic inserts \$20. **GTV-6/Milano:** Euro down pipes \$100. *Call Emilio at (805) 966-2498.* (7/3)

1977 Spider Veloce: Blue, never hit, No rust, interior very good, paint fair, top excellent, engine good/original, but needs valve job. Sperry stage 5 head, K&N, 8L cams, Konis, Shankle springs and sway bars, under-carriage stiffener, padded roll bar (clears top perfectly and I also have the hardtop), rare Cromodora Daytonas, full Anza, Weber Carbs: **WILL NOT PASS CA SMOG!** Superb car if you can deal with the smog issue. Cared for by long-time fanatic, and sorry to sell. Must see to appreciate. \$1900.00 or best offer. *Call Edward at (661) 263-9578.* (6/3)

1967 Duetto Spider: Graphite gray with original burgundy upholstery, newer black top. Rare, one owner, brought over from Europe and loved ever since. 138,000 miles, engine redone at 115,000 miles. Almost mint condition, \$13,500. *Call (310) 205-0522 or (310) 277-5833.* (5/3)

FOR SALE: 20' Pace Enclosed Car Hauler. 2001 model, white exterior, wood interior, gray epoxied plywood floor, aluminum diamond plate stone guard, polished corners. Dual vents, 12v interior lights, two mounted fire extinguishers (dry chemical/CO2), rear ramp door (new assist cables), right side doors. 7000# axles, electric brakes, mounted spare, equalizer hitch, breakaway kit. 102" wide, 25' overall length, 10' x 20' awning on right side, tire rack across front interior. Located near LAX. Will deliver in Southern California, \$5300. *Call Kevin Kehoe at (310) 433-3625 or E-mail to kpkehoe@attbi.com.* (5/3)

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Our 2003 Calendar

January	February	March	April
8 AROSC Board Meeting 11-12 Time Trial - Willow Springs 26 AROSC Annual Meeting and Luncheon at Cirivello's Trattoria, Long Beach	5 AROSC Board Meeting 8-9 Drivers School, Streets of Willow 22 Tour of J. Mays exhibit at MOCA 28 General Meeting - 8pm, Culver City	5 AROSC Board Meeting 16 Swap Meet at Omega MotorSports, 9am 28 General Meeting - 8pm Culver City 30 Wild Flower Rallye	2 AROSC Board Meeting 12-13 Time Trial @ Willow Springs 25 General Meeting - 8pm at Mosier Restorations 27 Concours at Agua Dulce Winery
May	June	July	August
7 Board Meeting 10-11 Palms to Pines Tour 17-18 Time Trial & race @ Laguna Seca!! 30 General Meeting - 8pm, Culver City	4 Board Meeting 7-8 Time Trial & race @ Buttonwillow 14 Dyno Session/MagnaFlow 20-22 Calif Historic Races at Fontana w/spectators 27 General Meeting - 8pm Culver City	2 Board Meeting 3-6 AROC National Convention, Florida 12 Summer Beach Party on Beach at Huntington 19 Braille Rallye 2003 25 General Meeting - 8pm Culver City	6 Board Meeting 9-10 Time Trial & race @ Fontana 15 Concorso Italiano, 16-17 Monterey Historics 29 General Meeting/Tech Session, Omega MS 30 Mt Wilson Climb to the Stars
September	October	November	December
3 Board Meeting 13-14 Drivers School, Streets of Willow 26 General Meeting, 8pm Culver City 28 Concours at Craig Park Fullerton	1 Board Meeting 12 Swap Meet at <i>Just Tires</i> Northridge 18-19 Time Trial & Race @ Las Vegas 30 General Meeting, 7:30pm At Mosier Restorations <u>NOTE DAY/TIME CHANGE</u>	2 Best of France & Italy Car Show & Concours 5 Board Meeting 8-9 Wine Tour--Santa Inez <u>NOTE NEW DATE!</u> 21 General Meeting, 8pm White Turkey Sale & Elections, Culver City	7 Competition Committee Meeting, Art Russell's home 13 Holiday Party at the Kutkus' home 14 Board Meeting & Planning for 2004 at the Kutkus' home