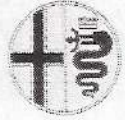


Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



July 2003

In This Issue: Buttonwillow TT, Race, and Enduro; Dyno Day; upcoming events, & more . . .

Giacionova

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.

Permission is hereby granted to other Alfa Owners Clubs to reproduce any original material herein, provided credit is given to the author and to the AROSC *Alfacionada*.

Classified Advertising

Classified (non-commercial) ads are available as a free service to members and for a nominal charge of \$10.00 per insertion to non-members. Ad content must be Alfa-related.

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

Craig Goldenson's GTV-6 pulled the most Alfa horsepower at the MagnaFlow dyno session. Although the largest Alfa engine, it also pulled more HP proportional to displacement. Loren Eakin sent in a dyno sheet with jaw-dropping HP, but short life. Photo by Peter Nitoglia.

AROSC Web Site: www.arosc.org

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Disclaimer (a.k.a. Lawyer Repellent)

AROSC and the authors and editors of this newsletter assume no liability for the accuracy or legality of any technical information appearing herein. They are also not responsible for the safety or practicality of modifications performed by individuals or companies and described in these pages. You should always check with your mechanic before performing any work or modifying your car in any way.

AROSC Previews

An outline of coming events

General Meeting – Friday, July 25, 8:00 PM

Join us for the July general meeting at the Veteran's Center in Culver City. The usual coffee and donuts will be served as well as our monthly drawing for an assortment of prizes.

Board Meeting – Wednesday, August 6, 7:30 PM

The Board of Directors meets monthly at a restaurant, 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 plan to attend. The usual venue is Hank's Bistro on Hawthorne Blvd at Rosecrans.

Time Trial & Race, Fontana – August 9-10

We are returning to Fontana for another time trial. Watch your mail boxes for the entry forms and information. For more information, contact Doug Bender at (310) 373-3552 or E-mail at alfabender@verizon.net. To be added to the mailing list, E-mail Terry Watson at slaysman@aol.com.

General Meeting – Friday, August 29, 8:00 PM

Join us for the August general meeting, our annual "Tech Session at Omega MotorSports" meeting. We will start at the Veteran's Center in Culver City, and then drive about a mile to Omega where Uwe Backer will have one or more cars on the lifts and we will have a Q&A session. Pizza and drinks will be served.

Mt. Wilson Climb to the Stars – August 30, 6:00 PM

This annual event is a great way to spend a summer evening. You drive up a neat Alfa road, have a picnic dinner at the top of Mount Wilson (bring something interesting – we might have a contest), and see the fantastic layout of the city lights. It is fun to try to figure out the landmarks after dark, as it looks so much flatter than it does from down below. We will probably meet again at

the UNOCAL 76 station at the northeast corner of S. Arroyo Parkway and E. Glenarm St., at the end of the Pasadena Fwy, and then caravan up the mountain in time for a beautiful sunset.

Driver's School, Streets of Willow – Sept. 13-14

We have a second driver's school again this year! Do you want to drive better? Faster? This is the place to learn how. There is no restriction on what you bring to drive, as long as it is safe. 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 the price, track time, and instruction. For more information, contact Steve Hamilton at (310) 214-5110 or Doug Bender at (310) 373-3552 or E-mail at alfabender@verizon.net.

Concours TBD – Sept. 28 (?)

We're planning the next Concours, but the location was unconfirmed at press time. We've been looking at Orange County sites, to avoid favoring the Valleyites too much. More details next month, but start polishing the car soon.

Time Trial & Race, Las Vegas Speedway – Oct. 18-19

We have added a time trial at the Las Vegas Speedway road course, outside the oval track. This is basically the same course we have run before, but it has had a major upgrade since we were there. The pits are outside the track, and a much larger paved area. There is a permanent race central building with timing and race control upstairs and indoor bathrooms downstairs! You don't even have to drive down Craig Rd. to Las Vegas Blvd. to get there, just take the freeway offramp for the Speedway and drive over to the road course. Note passing the Fast Lane Café as you go, which has great sandwiches, etc., open on weekends for the racers to eat in or take out!! For more information, contact Doug Bender at (310) 373-3552 or E-mail at alfabender@verizon.net. To be added to the mailing list, E-mail Terry Watson at slaysman@aol.com.

**DON'T MISS:
Tech Session/Meeting
August 29
and
Mt. Wilson Climb to
the Stars Aug. 30**

View from the Top

Miscellaneous Rumbblings from Il Presidente!

Seems that some of us Alfisti have a charitable streak. In the past month there have been 2 conversations going on about the "Make A Wish Foundation" and also about the "Braille Road Rallye", and how AROSC could be involved.

The competition part of our club has been discussing how we could make some of our competition cars available for a group like "Make A Wish". Not sure how we would actually get this organized. Any of you have any experience with this?

Bruce West, from the Orange County chapter came by our June meeting to make a pitch for the "Braille Rallye" on July 19. Sorry we have learned about this a little late. This deal has been going on for a long time so we might want to think about being a part of it for 2004. Some of you at the meeting said that you had experience with the Rallye.

Both of these are great opportunities for us to share our automotive enthusiasm with others. Let's keep up the conversations and I know that we will come up with some good ideas.

I have written elsewhere about this year's Wine Tour. Start making your plans now. Remember you folks who don't go on our social outings, that this event is a great way to meet some of us regulars. Also the Wine Tour is

an excellent time to stretch your Alfa's legs for a nice weekend drive. What more could we ask for, fall weather, nice roads that lead us from winery to winery and a chance to get out of the house for a couple of days. Also a nice way to stock up your wine cellar. I hope to see about 20 cars this year as we are up in the neighborhood of our friends in the Central Coast Chapter. They have put it on their calendar so we all can enjoy the fruit of the grape.

Did anyone notice the cool photo on last month's cover? We gathered all of our Alfas at Laguna on Saturday afternoon for this shot. I think we counted at least 40 cars. Thanks to Brad Gray who organized this.

Save the last Saturday evening in August for our Climb to the Stars drive up to Mt. Wilson. The past 2 years have given us clear evenings. Last year we think we saw as far south as Disneyland (we think) and as far west as you can see. Pack something for dinner, some paper plates and something to drink. We just park in their parking lot, spread out a blanket or unfold some chairs and dine under the stars as the sun sets.

That's all for this month.

See you at the meeting, picnic, or where ever.

Sidewaysalfa



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Six Laws of Italian Sports Cars

Why They Behave Like They Do!

As the owner of an Italian vehicle, you have undoubtedly found that, from time to time, the thing defies all known laws of Physics. Distinguished researchers from all over the world have spent entire lives trying to understand such phenomena. Recently, the Six Laws of Italian Sports Cars were discovered, thus reducing most owners' dependency on sorcerers and prayer, to keep such cars running. Careless application of these laws to any individual auto may fix the problems of the moment, but cause hives or allergies in said owners.

1) THE LAW OF PLEASING DESIGN WHERE IT REALLY DOESN'T MATTER.

"The inside of cam covers or other relatively innocuous areas, shall be laced with buttresses, cross-bracing and all manner of esoteric stiffness-with-lightness design, while something like connecting rods shall self-destruct at redline plus 1.0 rpm due to a basic lack of strength." An example of this Law is the stunningly beautiful Lamborghini or Ferrari V-12's of the late '60's. They were famous for wearing out all four camshafts in 10,000 miles or less. The cam's metal appeared to be recycled coat hangers, which coincidentally are still in short supply in Italy.

2) THE LAW OF NON-FUNCTIONAL APPARATUS.

"All Italian Sports Cars, regardless of age, shall have at least one system or component which does not work, and cannot be repaired. Such a part shall never be mentioned in the Official Shop Manual, although there may be an out-of-focus picture shown." It goes without saying that such parts should never under any circumstances be removed, lest the natural balance of the car be upset.

3) THE LAW OF ELECTRICAL CHAOS.

"All Italian Sports Cars shall be wired at the Factory by a cross-eyed, color-blind worker, using whatever supplies are within reach. All wires shall change color-code at least once between energy source and component. all grounds shall be partially insulated." This tends to guarantee that the owner of such vehicles will eventually be

intimately familiar with its electrical system, since he will need to trace out each wire, then rewrite his Official Schematic, which will differ from all others in at least one area.

4) THE LAW OF PERSONAL ABUSE.

"The more an Italian auto breaks down, the more endearing it becomes to its increasingly irrational owner." For example, you purchase an Italian Sports car, for all the money you ever hoped to earn, and receive a ticket for air pollution on the way home from the dealer due to the vast clouds of smoke that follow you. Several return trips to said dealer, accompanied by your rapidly dwindling cash reserves, cures the smoking. But now, the engine sounds like a food processor full of ball bearings. After replacing every component in the car, including the radio speakers, the noise vanishes and is replaced by an odor reminiscent of a major fire in a goat-hair mattress factory. You still keep trying, God help you.

5) THE LAW OF UNAVAILABLE PARTS

"All parts of an Italian sports car shall be made of a material that is available in inverse proportion to its operating half-life." Thus, the speedometer hold-down screws are made of grade 8 cold rolled steel, while the valves are of fabricated Unobtainium, made only at midnight by an old man with a pointy hat covered with moons and stars. Such parts will be backordered during the design phase of the car, and will remain so forever. Bribes, pleading and threats will be ignored.

6) THE LAW OF CRYPTIC INSTRUCTIONS

"Any official publications dealing with repair, maintenance or operations of an Italian sports car, shall be written such that every fourth word is incomprehensible to the average American. In the event that a random sentence is understandable, its information shall be wrong." This is also known as flat-tire English, where a sentence flows along nicely, then — Kaboom!

Thanks to Dom Viterella and Jim Barrett for sharing this important information with us!

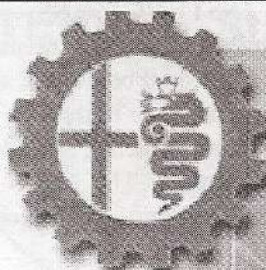
Dyno Day at MagnaFlow

Many Thanks for the Hospitality!

| Vehicle | Model | notes | Motor Config | Displ. | HP | Torque |
|--------------------|---|--------------------------------|--------------|--------|--------------|--------------|
| Alfa-Romeo | GTV6 | | V6 | 2.5L | 152.4 | 136.3 |
| | <i>Craig Goldenson</i> | | | | 154.4 | 137.7 |
| Alfa-Romeo | Duetto | | I4 | 2.0L | 104.1 | 95.9 |
| | <i>Humbolt</i> | | | | 105.3 | 98.9 |
| Alfa-Romeo | GTVw/air filter; 2 magnaflows over-axle rear exit | | I4 | 1.6L | 95.5 | 81.2 |
| <i>Doug Bender</i> | w/o air filter; 2 magnaflows over-axle rear exit | | | | 103.6 | 81.2 |
| | racecar | w/air filter; 1 magnaflow | | | 103.1 | 82.8 |
| | | w/o air filter; 1 magnaflow | | | 104.6 | 85.4 |
| | | side exit exhaust; no mufflers | | | 103.8 | 81.8 |
| | | side exit exhaust; super trapp | | | 101.3 | 83.3 |
| Alfa-Romeo | GTV | w/ stock air filter housing | I4 | 2.0L | 98.7 | 104.7 |
| | <i>Bruce Colby</i> | w/o stock air filter housing | | | 108.4 | 112.8 |
| Alfa-Romeo | Spider | | I4 | 2.0L | 107 | 103.4 |
| | <i>Gallagher</i> | | | | 103.9 | 103.9 |
| BMW | Z3 | | I6 | 2.8L | 184.7 | 194.2 |
| Chevrolet | Camaro | Z28 | V8 | 5.7L | 243.4 | 342.5 |
| | | | | | 247.9 | 345.5 |
| Ford | Mustang GT | | V8 | 5.0L | 220.8 | 294.7 |
| | | | | | 224.9 | 294.4 |

The following dyno results were mailed in as the owner couldn't get to MagnaFlow on June 14. EvanSpeed Dyno Service, May 15, 2003. Note that the engine blew up right after this run!

| | | | | | | |
|------------|------------------------------|--|----|------|--------------|--------------|
| Alfa-Romeo | Giulia Sprint Coupe Race Car | | I4 | 1.8L | 170.2 | 134.3 |
| | <i>Loren Eakin</i> | | | | | |



omega motorsports

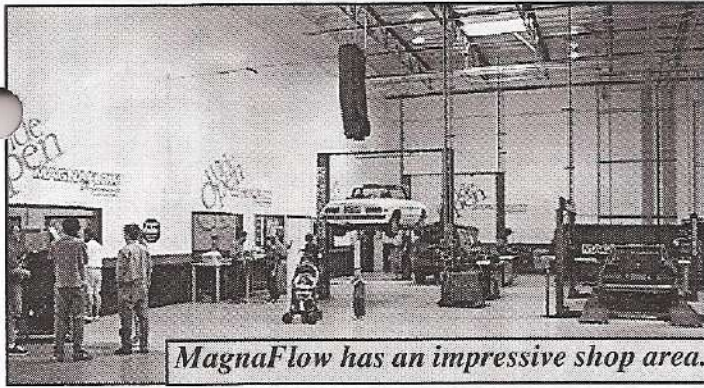
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Norman Silverman ran, but the data didn't come out!



Bruce Colby's GTV



Doug Bender's Race car



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Wine Tour 2003

November 8-9

So we have new date for this year's Wine Tour. It is Saturday - Sunday November 8 and 9 where this year's celebration of the grape will be in the Santa Inez area, just north of Santa Barbara. Lots of new wineries have opened up since AROSC was last in the area and there are some pleasant surprises. Mary and I just spent a weekend up there (not for us but for YOU, AROSC!) driving and tasting, tasting and driving. A problem with this year's planning will be how to chose which wineries for us to visit.

We have a block of rooms at the Country Inn & Suites in Solvang where we have stayed before, for about \$99 a night. They do have a wine and cheese deal in the evening and an expanded continental breakfast (that means fresh waffles, cereal, fruit coffee and juices) in the morning.

As in the past some of us will travel up Friday night, which makes sleeping in Saturday morning nice. Hey its supposed to be a fun time so you cheapskates should start pinching your pennies now so you will have enough cash for both nights. Those of us Friday Nighters always seem to have a couple of bottles of wine and some munchies with us so don't be shy. Stop by and say Hi.

We will either meet you on Saturday at the hotel in Solvang or at the first winery. Call the Inn direct to book your room early and PLEASE tell them you are with the Alfa Club for the best rate.

Stay tuned for more details.



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(MOSTLY) ITALIAN CAR CARAVAN PREPARES FOR TRIP TO CONCORSO ITALIANO

Alfa Romeo, Maserati, Ferrari, Lamborghini, Lancia, Fiat, et al.

From August 15th to August 17th, the largest annual gathering of historically significant automobiles occurs on the Monterey Peninsula. For the car lovers among us, especially all things Italian, the weekend begins on Friday, August 15th with the **Concorso Italiano**. On August 15th, 16th, 17th the **Monterey Historic Races** are held at Laguna Seca and the **Concours Elegance** is held at Pebble Beach on August 17th. The real weekend, for many of us, actually starts on Thursday, August 14th as we start to assemble in San Diego and caravan through the day to Monterey / Carmel. Last year we had around 20 cars including Maseratis, Ferraris, Lamborghinis, Alfas, Lancia and a Porsche. The caravan starts in San Diego at the Anderson Pea Soup Windmill on Freeway 5 at 7:00 AM, with stops at UC Irvine and Thousand Oaks, and departs Santa Barbara at 11:30 AM. The route will take us over the San Marcos Pass, passed Lake Cachuma to Pismo Beach for lunch. After Pismo the caravan will split into 2 main groups – one heading up the Big Sur and the other pounding up the Salinas Valley. Details are posted below.

For Alfa owners this is only the first of the weekend caravans. On Saturday, August 16th, we drive our Alfas to the Alfa corral (sponsored by ARA) at Laguna Seca Raceway. At Laguna Seca, in addition to exciting vintage racing, there will be a major exhibit celebrating Ford's racing heritage. Sometime Saturday afternoon we convoy from the corral to the beautiful home of West and Maggie Clark, overlooking Carmel Valley, for a wine tasting (the Clarks have their own wines) some snacks and lots of camaraderie. This caravan requires a ticket to get into Laguna Seca, pre-purchase of a corral pass for \$1.00 and confirmation for the West's.

Returning is always open to more options, and the return caravan arrangements are usually best made in Monterey. Too many possible choices – Do I leave Sunday or Monday? Do I drive down the Big Sur or take 101? Then the really big decisions – Breakfast or lunch at the Nepenthe? Lunch in Pismo or Moro Bay? Dinner in Santa Barbara or Montecito? Nobody said life would be easy.

The Concorso is being held, for the first time, this year at the Black Horse Golf Course in Seaside, overlooking scenic Monterey Bay. The Concorso is honoring 40 years of Lamborghini and will feature the USA debut of the new V-10 Gallardo. A salute to significant Italian Spiders and Barchettas has been added. Many one-off designs originating from the drawing board of Pietro Frua will be presented to commemorate the 90th birthday of this late, great designer. The Concorso will present, on one fairway alone, over 400 Ferraris, many being judged in Concours competition. In addition to the nearly 1,000 Italian cars presented, the adjoining corrals, featuring Lotus, Porsche, Jaguar, BMW, Corvette, Mercedes, Bentley, Viper, Rolls Royce, et al., will offer hundreds of viewing and photo ops. The corral feature will be the 25th anniversary of the aerospace-designed Vector.

For the rich and famous among us (\$100 per person), or those who can get hold of guest passes, Sunday, August 17th is the Pebble Beach Concours d'Elegance, considered to be the most prestigious gathering of (by invitation only) classic cars in the world. This year's features are Bugatti and 100 years of Ford.

- ❑ For details and tickets for the Concorso go to www.concorso.com.
- ❑ For tickets to Laguna Seca, link over from the Concorso web site. For corral tickets contact Ian Lomax @ president@overheardcams.org
- ❑ For lodging (Delta Sierra had a block of 40 rooms in Salinas) and dinner at Gino's Saturday night contact James L Treadwell @ jltreadwell@scif.com.
- ❑ For Caravan details email Norm Silverman @ normanev@msn.com or Ken Howell @ masermn1284@yahoo.com. Include in the email your name, address, cell phone number and car info (make, model, year) and you will receive a map & routing instructions.

For Details, Contact: Norm Silverman, Phone (818) 427-2054, Email: normanev@msn.com

Braille Rallye 2003

Saturday, July 19

YES, IT'S THAT TIME AGAIN! YOU ARE INVITED TO BE A WORKER OR A DRIVER

| | | | |
|------------------------|--|----------------------------|----------|
| Start Location: | Braille Institute Youth Center 3450 Cahuenga Blvd., West Los Angeles, CA 90068 Take Barham Blvd. exit from the Hollywood Fwy, proceed to west entrance. | Registration Opens: | 7:30 AM |
| | | Driver's Meeting: | 9:15 AM |
| | | First Car Out: | 10:01 AM |

The Braille Rallye began well over thirty years ago as an incentive for visually challenged children to study and grow confident in reading Braille.

Up to sixty student navigators from the Braille Institute Youth Centers compete in a standard sports car rally, teaming with drivers from all over Southern California. Most participants and support come from various sports car clubs, as well as representatives from several law enforcement agencies. Also invited are a few local radio, television, and movie celebrities – people from popular shows with easily identifiable voices. This is a NON-SPECTATOR event. All attention is directed towards the navigators. They are the competitors. They will receive the trophies and the cheers. The media is invited so they can report on the activity and the remarkable capabilities of these young people.

The Braille Rallye is very straightforward. The driver/navigator team must get from checkpoint to checkpoint at the proper speed and correct lapsed time. The directions are written in Braille and given to the driver by the navigator. As the drivers have absolutely no idea where they are going, the real challenge is for the navigators to read the instructions properly and to communicate those instructions to the sighted driver. These kids, like any other California teenager, would like the independence for driving their own car. That cannot happen, but in this event they are more than just a passenger. As a driver, completely dependent on your navigator, you will find a team partner and friend, and a day not easily forgotten.

Rally participants will reach the final checkpoint between 1:00 PM and 2:00 PM. The rally will conclude with a luncheon and awards presentation. The event concludes by about 5:00 PM.

There is no fee to participate in the event, however donations to the Braille Institute Youth Center to help defray expenses will be gratefully accepted. All funds received in excess of expenses will be used for other Braille Institute Youth Center programs. For those donating their time for this event, it is very rewarding to know the Braille Institute reports that this is their primary "fun" event promoting reading skills. Each navigator must qualify by meeting established reading goals before they can compete.

Competitors should bring a nice, clean car in good condition, full of fuel, oil, and water, with good spare tire and seat belts. Bring a cell phone, hat, sun block, Thomas Guide, and watch/clock. This should be a great opportunity to show off Alfa Spiders, as well as air conditioned coupes and sedans.

If you would like to be a driver or an event worker, please contact the Registrar as soon as possible as the deadline is nearly upon us. They need to know how many cars are coming so they can line up the proper number of navigators.

| | | |
|-------------------|--|---|
| Registrar: | Patricia West 6471 Newbury Drive Huntington Beach, CA 92647-6565 | (714) 841-1249 (phone) (714) 841-0777 (fax) nseandwest@juno.com (E-mail) |
|-------------------|--|---|

Buttonwillow Time Trial, Races, & Enduro, June 8

By Doug Bender

Photos by Art Russell & Mike McKibbin

AROSC completed a quick series of three time trials at Buttonwillow the first weekend of June. This was also our fourth of six planned for this year, and included our much-anticipated Enduro race. All in all, it's been a busy period for the AROSC Competition Program.

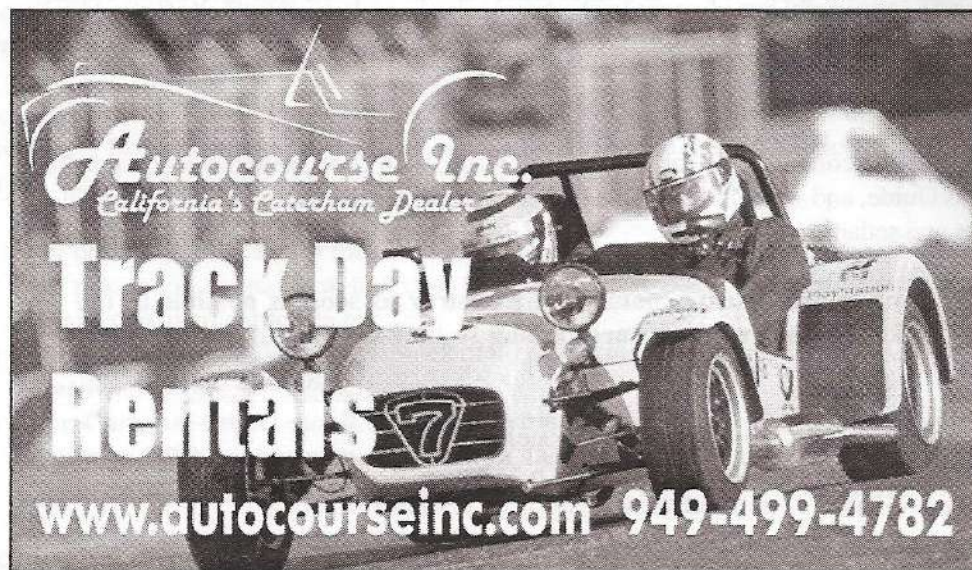
As usual for Buttonwillow in June, the weather was hot and took a toll on the cars. Regardless, new track records were set in Classes C, D, G, I, M+, M, and N! Thanks to a tremendous amount of organization by a large team led by Greg Nelson, the Enduro race went off without a hitch and was a big success, popular among competitors and spectators alike. I wasn't there Sunday to observe but I heard the Alfa Cup race was very exciting with several changes of leadership. Unfortunately, we seem to have temporarily lost the results for the general (non-Alfa) race, we will reconstruct them when we are together again at Fontana. Look for those results in the September Alfacionada.

The big excitement for me was watching the Enduro on Saturday. As the concept originator, Greg Nelson was the Director as well. With lots of help and nearly endless email discussion by his Board of Enduro Directors, Greg put together a set of rules and a team of volunteers to monitor pits, in/out times, etc. Over twenty teams of

drivers entered. Greg ran multiple meetings through the day to go over rules and final preparations. The rules Greg and his team set up worked very well for the first time, but of course despite all the planning a few details still remained to be worked out as the rubber hit the road. Randy Harris volunteered to be Pit Marshall for the Enduro, and Terry Manchester came down from the Bay area to run the Tower. Randy quickly realized he could be most effective if he stayed in the tower where he could talk to Terry and keep in touch with the pit row crew by walkie-talkie. Many times during the race Randy and Terry had to make quick joint decisions and relay the info to the corner workers and pit supervisors. It was a pleasure to watch this team get into the groove so quickly and run AROSC's first Enduro race like pros, and a luxury for myself and John Cote to sit in the air-conditioned Tower and "supervise." It was also a pleasure to watch the drivers staying within the spirit of the event and competing fiercely but fairly. We might change one or two things next time but you can expect this to become an annual event with only minor changes in format.

Also during the Enduro, Bruce Colby tried out a transponder-based timing system we had on loan, which made it much easier to keep track of the results as they unfolded. I kept a lap chart for the first eight laps or so and quit when I saw that Bruce's system was working reliably and accurately. I could turn to Bruce and ask questions like "what lap is the leader on," "what lap times is he turning," etc and get quick answers. The computer just kept track of everything so all Bruce and his assistant had to do was pull up the data.

As for the race itself, there were fierce rivalries and dramas that were a lot of fun to watch as they unfolded. Just like in a professional endurance race, some cars had trouble and came in for longer and longer pit stops and eventually dropped out. Others just kept ticking off the laps like clockwork. Teamwork and planning were important, in order to be efficient and not be penalized for breaking



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John Morton flew in to the event, bringing Brad Gray and Milt Minter -- flying the line to check the course.

rules each team had to rehearse its pit stop strategy, estimate fuel consumption for pit stop planning, make sure they had all the necessary equipment, etc. Also, teams with multiple drivers had to strategize driver changes. The two Caterham 7's in Class M each had a "celebrity" former professional driver (John Morton and Milt Minter respectively), an AROSC instructor (Brad Gray and Steve Luftman), and a more "rank and file" AROSC driver (Terry Watson and David Krueger). The closing drivers were John Morton and Steve Luftman. After all the driver changes and pit stops, these cars were on the same lap toward the end with Morton closing on Luftman, and it looked like Steve would be able to hold John off until Steve's car started to lose power with about four laps to go. The RX7s, with teams of three drivers each led respectively by Greg Nelson and Kim Quinteros, also had a fierce race but were in different classes. Glenn Bjorkman, driving single-handedly in the desert sun, easily won overall. Not many Alfas finished but the ace team of Larry Dickman and Peter Kemos (respectively the Alfa Cup leaders in Classes A/B/Z and D) easily drove Larry's car to first among the Alfas.

The rest of the Alfas had trouble in the heat. Frank Moore's Milano had an oil leak during the Enduro but came back Sunday to win the Alfa Cup sprint race. Other than that no Alfa completed more than 33 laps. And some did not make the start. In particular, Mark Hesthal very graciously prepared his Alfetta and invited me and Art Russell to drive the Enduro with him. Unfor-

tunately Mark's car overheated badly during practice while I was driving (due to the combination of the unfamiliar car, the heat, the Alfetta's oddly placed water temp gauge, and above all my extreme boneheadedness), so we didn't get to run.

See the results for detail on the other action (Alfa Cup, time trial). All in all, it was a packed weekend. The bad news about a late spring weekend at Buttonwillow is the heat, the good news is there is a lot of daylight and time to do a lot of race activity.

We had the full gang of helpers, plus a few. Terry Manchester and John Cote ably ran the event from start/finish, including tow truck duty. Greg Nelson and his large team did an excellent job running the Enduro. Other

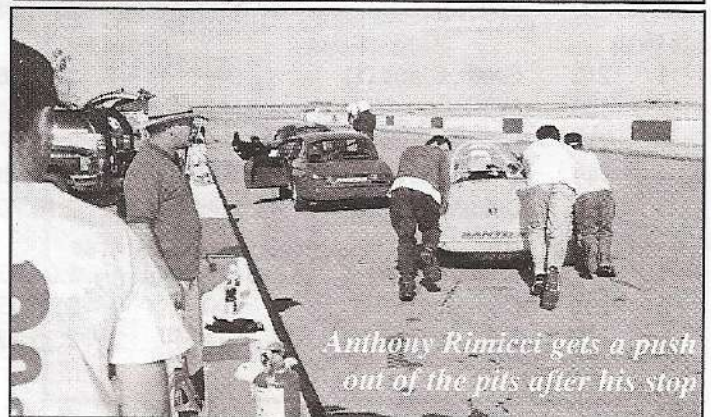
helpers were the usual gang: Paul Ellis, Paul Blankenship, Terry Watson, Brad Gray, Bruce Colby, Randy Harris, Ben Buchanan, Dennis Fibrow, and Phyllis Gaylard from behind the scenes. Sheila Kutkus arranged the hotel and set up a popular catered barbecue at the track.



Morton lands on the track.



The pit crews await some action.



Anthony Rimicci gets a push out of the pits after his stop


Time Trial #4
Buttonwillow — June 8, 2003

| | <u>No.</u> | <u>Driver</u> | <u>Car</u> | <u>Best</u> | <u>Lap 1</u> | <u>Lap 2</u> | <u>Lap 3</u> | <u>Lap 4</u> | <u>Lap 5</u> |
|-----------------|------------|--------------------------|------------|-----------------|--------------|--------------|--------------|--------------|--------------|
| Class B | | | | | | | | | |
| 1 | 158 | Brumbaugh, Tamara | GTV6 | 2:29.143 | 2:35.783 | 2:30.258 | 2:32.640 | 2:33.317 | 2:29.143 |
| Class C | | | | | | | | | |
| 1 | 160 | Mayring, Christopher (1) | Guilietta | 2:07.736 | 2:08.743 | 2:08.965 | 2:08.107 | 2:07.919 | 2:07.736 |
| 2 | 18 | Goldenson, Craig | GTV6 | 2:10.728 | 2:12.296 | 2:10.728 | 2:10.877 | 2:10.947 | 2:11.782 |
| 3 | 441 | Garbini, Fabio | GTV6 | 2:12.936 | 2:15.49 | 2:13.986 | 2:13.425 | 2:12.936 | 2:14.501 |
| 4 | 20 | Backer, Uwe | GTV | 2:15.968 | 2:17.641 | 2:17.132 | 2:16.583 | 2:15.968 | |
| 5 | 117 | Barbagiovanni, Claud | GTV | 2:19.634 | 2:19.746 | 2:20.520 | 2:20.301 | 2:19.634 | 2:20.56 |
| Class D | | | | | | | | | |
| 1 | 73 | Kemos, Peter (1) | GTV | 2:10.285 | 2:10.285 | 2:12.443 | 2:11.815 | 2:10.744 | 2:10.720 |
| 2 | 74 | Mazlumian, Jorge | GTV | 2:15.962 | 2:18.64 | 2:17.336 | 2:17.876 | 2:15.962 | |
| 3 | 6 | Cartsonas, Chris | Milano Ver | 2:18.477 | 2:18.477 | 2:19.573 | 2:20.450 | 2:20.84 | 2:20.393 |
| 4 | 66 | Liao, Jesse | Milano | 2:19.278 | 2:22.126 | 2:21.226 | 2:19.771 | 2:19.278 | 2:19.345 |
| 5 | 50 | Miller, Scott | GTV | 2:20.415 | 2:22.340 | 2:20.415 | 2:21.955 | 2:20.629 | 2:20.500 |
| 6 | 76 | Kartsonas, Dimitri | Milano | 2:21.274 | 2:25.922 | 2:22.815 | 2:21.732 | 2:25.579 | 2:21.274 |
| 7 | 96 | Khoe, David | GTV | 2:30.695 | 2:33.626 | 2:33.781 | 2:30.993 | 2:30.695 | 2:30.846 |
| 8 | 32 | Kunedt, Peter | Milano | 2:36.858 | 2:38.914 | 2:36.858 | 2:37.944 | 2:43.786 | 2:41.648 |
| Class E | | | | | | | | | |
| 1 | 922 | Sniady, Christian | GTV | 2:16.587 | 2:20.509 | 2:19.35 | 2:17.363 | 2:16.587 | 2:19.959 |
| 2 | 162 | Thraen, Jeff | GTV | 2:24.793 | 2:25.674 | 2:24.793 | | | |
| Class G | | | | | | | | | |
| 1 | 10 | Trojan, Gianni (1) | GTV | 2:25.700 | 2:26.693 | 2:25.700 | 2:26.772 | 2:28.138 | 2:26.763 |
| 2 | 110 | Kartsonas, Nick | GTV | 2:54.35 | 3:01.104 | 2:58.984 | 3:00.8 | 2:57.280 | 2:54.35 |
| Class I | | | | | | | | | |
| 1 | 105 | Silverman, Norm (1) | Giulia TI | 2:42.381 | 2:52.778 | 2:53.44 | 2:42.993 | 2:42.381 | 2:42.680 |
| Class M+ | | | | | | | | | |
| 1 | 331 | Blizzard, Bob (1, 2) | Ranger | 1:49.534 | 1:53.447 | 1:50.5 | 1:49.534 | 1:49.782 | 2:01.779 |
| 2 | 16 | Paquin, Jeff | FF | 2:08.84 | 2:10.661 | 2:08.762 | 2:08.328 | 2:08.84 | 2:08.427 |
| Class M | | | | | | | | | |
| 1 | 48 | Bregante, Joe (1) | Viper | 1:57.593 | 2:00.577 | 2:01.494 | 1:57.593 | 1:58.517 | 1:59.515 |
| 2 | 77 | Gray, Richard | Corvette | 2:01.830 | 2:01.938 | 2:01.830 | 2:10.133 | 2:01.861 | 2:02.33 |
| 3 | 62 | Poulin, Robert | M3 | 2:02.533 | 2:03.85 | 2:02.533 | 2:03.603 | 2:02.602 | 2:03.858 |
| 4 | 8 | Bernstein, Erik | 240Z | 2:03.887 | 2:03.887 | 2:04.333 | | | |
| 5 | 90 | Foye, Kevin | Camaro | 2:06.244 | 2:06.244 | 2:07.149 | 2:06.527 | 2:07.707 | 2:06.477 |
| 6 | 311 | Martinez, Jonathan | Viper GTS | 2:06.681 | 2:06.681 | 2:06.982 | 2:09.511 | | |
| 7 | 131 | DeAnda, Cesar | Mustang | 2:09.7 | 2:10.979 | 2:09.91 | 2:09.7 | 2:09.370 | |
| 8 | 69 | LaMagra, Salvatore | Corvette Z | 2:09.85 | 2:12.384 | 2:11.300 | 2:10.567 | 2:09.607 | 2:09.85 |
| 9 | 31 | Wang, Victor | Mustang | 2:10.991 | 2:17.150 | 2:13.153 | 2:10.991 | 2:12.766 | 2:37.329 |
| 10 | 190 | Foye, Mel | Camaro | 2:11.38 | 2:15.193 | 2:13.101 | 2:12.525 | 2:11.38 | 2:13.642 |
| Class N | | | | | | | | | |
| 1 | 218 | Groth, Claus (1) | 944T | 1:59.281 | 1:59.281 | 2:00.422 | 2:00.409 | 2:00.828 | 1:59.853 |
| 2 | 19 | McKibben, Mike | Mustang | 2:07.848 | 2:08.823 | 2:08.74 | 2:09.712 | 2:07.848 | 2:08.112 |
| 3 | 711 | Victoria, Edward | Carrera | 2:07.873 | 2:11.195 | 2:10.725 | 2:09.378 | 2:07.873 | |
| 4 | 44 | Cheng, Kevin | S2000 | 2:08.29 | 2:08.738 | 2:08.29 | 2:08.294 | 2:10.1 | |
| 5 | 3 | DeLaMare, Rob | Miata | 2:16.702 | 2:17.767 | 2:19.355 | 2:17.745 | 2:17.985 | 2:16.702 |
| Class O | | | | | | | | | |
| 1 | 24 | Choe, Danny | Civic | 2:04.830 | 2:06.403 | 2:04.830 | 2:05.268 | 2:06.734 | 2:13.659 |
| 2 | 291 | Quinteros, Kim | RX7 | 2:05.555 | 2:08.167 | 2:06.285 | 2:06.218 | 2:07.71 | 2:05.555 |
| 3 | 777 | Barnes, Paul | 911 | 2:05.752 | 2:06.292 | 2:05.752 | 2:06.778 | 2:08.760 | |

| | | | | | | | | | |
|----------------|-------------------------|-------------------|------------|----------|----------|----------|----------|----------|----------|
| 4 | 171 | Barring, Michael | Carrera | 2:07.650 | 2:07.684 | 2:07.744 | 2:08.445 | 2:09.405 | 2:07.650 |
| 5 | 22 | Heesacker, Greg | M3 | 2:08.495 | 2:09.838 | 2:08.495 | 2:09.172 | 2:09.12 | 2:08.740 |
| 6 | 805 | Valsecchi, Emilio | Golf | 2:08.639 | 2:09.589 | 2:09.873 | 2:08.700 | 2:08.639 | |
| 7 | 135 | Lee, Joseph | RX7 | 2:13.299 | 2:15.546 | 2:14.173 | 2:13.299 | 2:13.857 | 2:14.955 |
| 8 | 60 | Wagner, Donald | Mustang | 2:15.131 | 2:16.986 | 2:15.857 | 2:15.131 | | |
| 9 | 91 | Rhodes, Robert | Mustang SV | 2:15.430 | 2:15.430 | 2:17.256 | 2:18.448 | 2:19.149 | 2:18.930 |
| 10 | 735 | Seho, Kenneth | RX7 | 2:24.452 | 2:25.190 | 2:26.128 | 2:25.248 | 2:27.397 | 2:24.452 |
| Class P | | | | | | | | | |
| 1 | 88 | McNall, Todd | 2000 | 2:08.110 | 2:11.507 | 2:09.65 | 2:08.110 | 2:23.43 | |
| 2 | 34 | Toll, Chris | A4 Avant | 2:18.603 | 2:19.424 | 2:23.657 | 2:18.615 | 2:20.715 | 2:18.603 |
| 3 | 164 | Mutza, Chip | Focus SVT | 2:19.328 | 2:21.540 | 2:20.423 | 2:19.328 | 2:19.521 | 2:20.36 |
| 4 | 39 | Hansen, Erik | Probe GT | 2:20.18 | 2:20.241 | 2:20.839 | 2:20.18 | 2:20.622 | 2:21.139 |
| 5 | 93 | Kutkus, M.J. | SLK230 | 2:20.394 | 2:20.394 | 2:21.218 | 2:21.252 | 2:21.758 | 2:22.471 |
| Class Q | | | | | | | | | |
| 1 | 81 | Hamilton, Fred | Regal GS | 2:36.731 | 2:36.972 | 2:37.509 | 2:38.178 | 2:41.189 | 2:36.731 |
| Notes: | | | | | | | | | |
| 1 | New AROSC track record | | | | | | | | |
| 2 | Fastest time of the day | | | | | | | | |

**AROSC Enduro
Buttonwillow June 7, 2003**

| Position | Class | Pos in Cls | No. Drivers | Drivers | Car | Laps |
|----------|-------|------------|-------------|---|---------------|------|
| 1 | M+ | 1 | 30 | Glenn Bjorkman | Formula Mazda | 57 |
| 2 | M+ | 2 | 61 | Steve Hamilton & Paul Ellis | Lola T-594 | 54 |
| 3 | N | 1 | 63 | Michael Marshall | 911 | 53 |
| 4 | M | 1 | 46 | John Morton, Brad Gray & Terry Watson | Super 7 | 52 |
| 5 | M | 2 | 208 | John Dearing & Joe Bregante | Viper | 51 |
| 6 | O | 1 | 291 | Kim Quinteros, Daryl DeArman & Rick Lee | RX7 | 50 |
| 7 | M | 3 | 0 | Steve Luftman, Milt Minter, David Krueger | Super 7 | 49 |
| 8 | B | 1 | 58 | Larry Dickman & Peter Kemos | GTV6 | 49 |
| 9 | N | 2 | 9 | Mitchell & Mike McKibben | Mustang | 49 |
| 10 | N | 3 | 29 | Greg Nelson, Dennis Fibrow & Tony Presto | RX7 | 49 |
| 11 | M | 4 | 137 | Jim Ladin & Bob Blizzard | Mustang | 45 |
| 12 | B | 2 | 87 | Frank Moore, Chris Mayring & Phil Guiral | Milano | 44 |
| 13 | O | 2 | 265 | Jeff Herr, Will Sours & Seung Chung | Super 7 | 40 |
| 14 | C | 1 | 33 | Peter Procopio & Santo Rimicci | GTV | 33 |
| 15 | P | 1 | 88 | Todd McNall | Datsun 2000 | 28 |
| 16 | P | 2 | 14 | Ken Ellis | Celica | 27 |
| 17 | D | 1 | 101 | Anthony Rimicci | Guilia Spider | 22 |
| 18 | B | 3 | 682 | Gianfranco Masdea | GTV | 20 |
| 19 | N | 4 | 35 | Manny Tores & Michael Parks | Corolla | 19 |



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Lancia Alfa Romeo FIAT

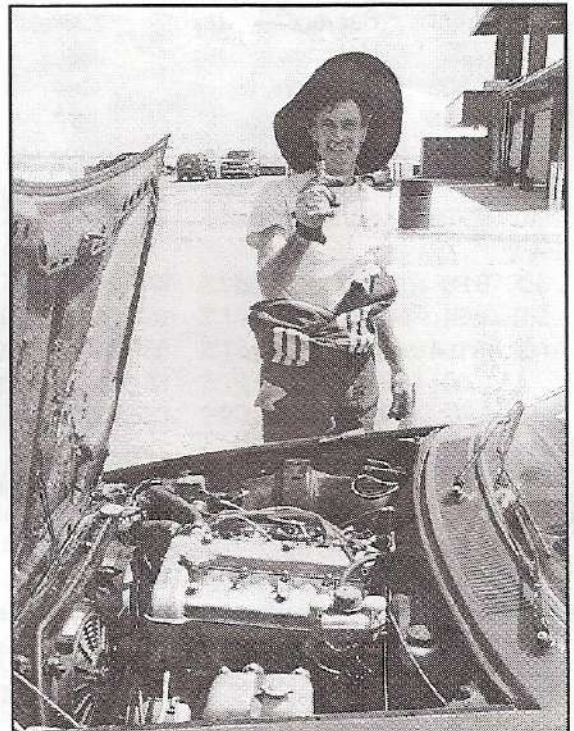
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**AROSC Alfa Cup
Buttonwillow June 8, 2003**

| Pos. | Class | Class Pos | No. | Driver | Car | Laps |
|------|-------|-----------|-----|-------------------|--------|------|
| 1 | ABZ | 1 | 87 | Frank Moore | Milano | 10 |
| 2 | ABZ | 2 | 58 | Larry Dickman | GTV6 | 10 |
| 3 | C | 1 | 144 | Marco Ventura | GTV6 | 10 |
| 4 | C | 2 | 28 | Randall Harris | Duetto | 10 |
| 5 | DEF | 1 | 73 | Peter Kemos | GTV | 10 |
| 6 | C | 3 | 160 | Chris Mayring | Sprint | 7 |
| 7 | C | 4 | 20 | Uve Becker | GTV | 4 |
| 8 | ABZ | 3 | 682 | Gianfranco Masdea | GTV | 3 |
| 9 | DEF | 2 | 4 | Andrew Cupp | Spider | 1 |



Why is Mark Hesthal so happy after his engine is done in by over heating?

**NOTE: The results of the regular Sunday race are missing!
If you have them, please send to the Editor for the next issue.**



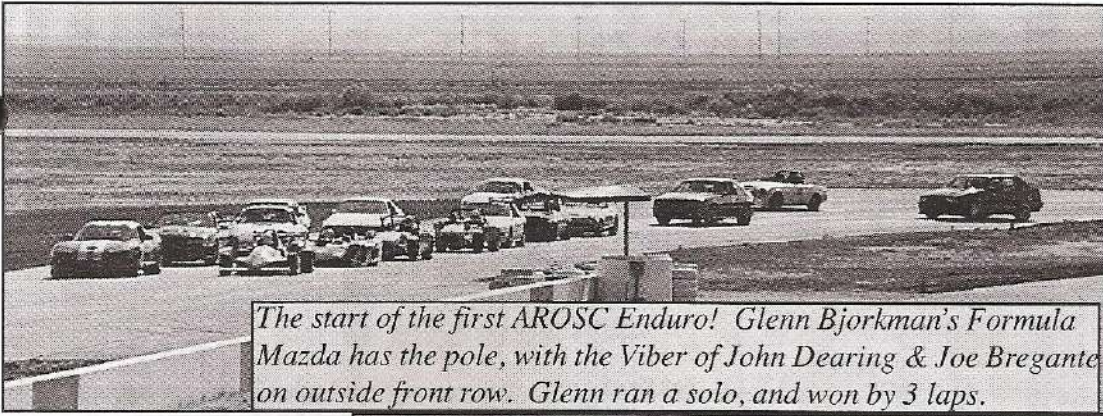
Bent pushrod! Manny Torres and Michael Parks have big trouble in the enduro.



John Cote with course map: "Don't get lost!"



The Viper and others refuel during the enduro.



The start of the first AROSC Enduro! Glenn Bjorkman's Formula Mazda has the pole, with the Viber of John Dearing & Joe Bregante on outside front row. Glenn ran a solo, and won by 3 laps.



The enduro group made it through the first turn without incident.



Pit crews get busy: The McKibbins refuel their Mustang



Steve Hamilton gets ready for the start of the Enduro, with help from his dad, Fred



The post-race Chow Line! Refueling driver & crew.



It finally cooled off after dinner for the McKibbins.

Classified Ads

Free advertising for members - please send to the Editor

1973 GTV: Deep plum exterior, tan interior (flawless paint, excellent interior). SPICA, runs strong, panasport wheels. photos at: <http://members.cox.net/azalfa/gtv.html> \$12,000. Call Tom at (623) 561-8222 or E-mail to phxcars@yahoo.com.

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)

Parts for Sale: GTV-6: (3) complete motors, (1) windshield, (2) sets headers, (2) sets stock exhaust manifolds, (1) brake booster with master brake & clutch cylinders, radiator, driveshaft, (5) stock wheels with nice Pirelli radials. **Alfetta:** (1) GT windshield, rare Dellorto 48MM carbs (good for racing), trunk lid for *Sport Sedan*, Shankle front & rear sway bars for GT, Shankle headers w/collector, (5) rare Ronal wheels 4 lug pattern size 15"x7", **1977 GT** driveshaft, plus lots of misc. **GTV6/Alfetta** parts. Call Jim Ferris at (909) 861-1474 or E-mail to: rude82000@adelphia.net. (6/3)

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)

1975 Spider Veloce: Fresh green Dupont Imron paint, highly modified, everything rebuilt. Runs perfectly - needs nothing. Performance mods include: roll bar, harnesses, Bilsteins, springs, sway bars, Cromadora Daytonas with 205/60/14s, adj. uppers, Marchall Amplilux headlamps, K&N filters, etc. Interior is perfect with new original seats, panels, carpets, 6 CD changer with removable faceplate, amplifier, Boston Acoustics speakers, etc. Job change forces sale, \$6,200 obo. Call Robert at (408) 718-0055 or E-mail to rchoe@altamar.com. (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)

1995 164 LS: Dark Green with tan leather interior, automatic trans, very good condition, new tires, A/C fresh, 89,600 miles. Must sell, \$8,500 o.b.o. Call Uwe at (310) 836-3160 (customer's car). (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 (attaches to fittings on right side of trailer), tire rack across front interior. Located in Westchester, CA (adjacent to LAX). Will deliver in Southern California, \$5300. Call Kevin Kehoe at (310) 433-3625 or E-mail to kpkehoe@attbi.com. (5/3)

Carbs for Sale: Just in from Italy for the race crowd: One set of Weber DCO 50 carburetors, 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 carb. For hot street or mild race engines. Price: \$250. (Compare with catalog vendor's price of \$325 and up for new ones). If interested E-mail to Doug Bender at alfabender@earthlink.net or Fabio Garbini at a@modellersworld.com or call Fabio at (310) 322-2688. (5/3)

1937 Alfa Romeo 8C2900B Convertible: Red exterior, perfect condition, nine inches long, includes USA delivery. \$110.00 OBO. This is a Franklin Mint Precision Model of one of the most beautiful Alfas ever produced. (A full size one sold for \$3.7 Million, in California, in 1999.) I am the original owner of this miniature and have many other Italian miniatures. This is an extra, and thus I'm willing to part with it. The car has a very detailed exterior, including central taillight, removable soft-top, chrome trim, and nice wire wheels. The typical gorgeous Alfa Romeo grill looks very good on this car. Additionally, it has a detailed interior and dashboard, including working steering wheel. The suspension travels as much as 1/8 inch and wheels turn freely. It has opening trunk with spare tire/wheel and an opening storage area just behind the seats. The engine compartment has a very detailed engine including the ignition wires, cooling hoses, and even the two Roots superchargers. I will include the owner's book, and tools for care in the package. E-mail to Fred Russell at v-freru@microsoft.com. (4/3)

Hard Top, from 1988 Spider Quadrifoglio: Red, excellent condition, \$600 OBO. Call Mike at (310) 745-0992. (3/3)

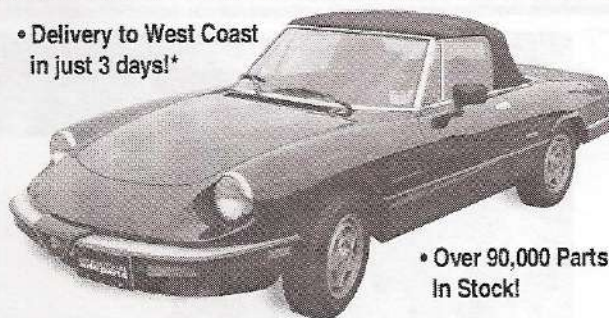
2000 Enclosed Trailer: 20' long - 7.5' high - 8' wide, 2 vents with electric fans, interior lights, d-rings, work bench with cabinets, side door, brakes just serviced, new wheel bearings, spare tire. \$5,500 o.b.o. Call Anthony at 818-497-5394 days, 818-360-5394 eves, or E-mail to italcarguy@aol.com. (2/3)

1972 GTV Time Trial Car. Runs in AROSC class C. Six lap records. Car is ready to race with trailer and lots of spares. PRICE DROPPED TO \$6500 for all. For details and pictures, go to <http://members.cox.net/rbirac>. Call Alex Brown at (949) 497-1487 or E-mail to rbirac@cox.net. (2/3)

1991 I64S: Black w/camel leather, one-owner car in fair to good condition, 213,000 mi. All original except for the tacky rear wing which I removed years ago. Need for a tow vehicle forces sale; \$4,200. Call Marco at (310) 259-1538 (2/3)

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Membership Application

Alfa Romeo Owners of Southern California

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

Please fill in the following information, make checks payable to "**Alfa Romeo Owners Club**", and mail to: **Alfa Romeo Owners Club, 10 Raskin Road, Morristown, NJ 07960**

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

Name _____ Spouse _____

Street _____ City _____ State _____ Zip _____

Home Phone () _____ Work Phone () _____

e-mail _____ Alfa(s) Owned _____

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

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

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

AROSC Treasurer, 17041 Malta Circle, Huntington Beach, CA 92649

Alfa Romeo Owners
of Southern California
17041 Malta Circle
Huntington Beach
CA 92649



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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 Braile 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 TBD (tentative date, location) | 1 Board Meeting 12 Swap Meet ?? 18-19 Time Trial & Race @ Las Vegas 31 General Meeting, 8pm Culver City | 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 |