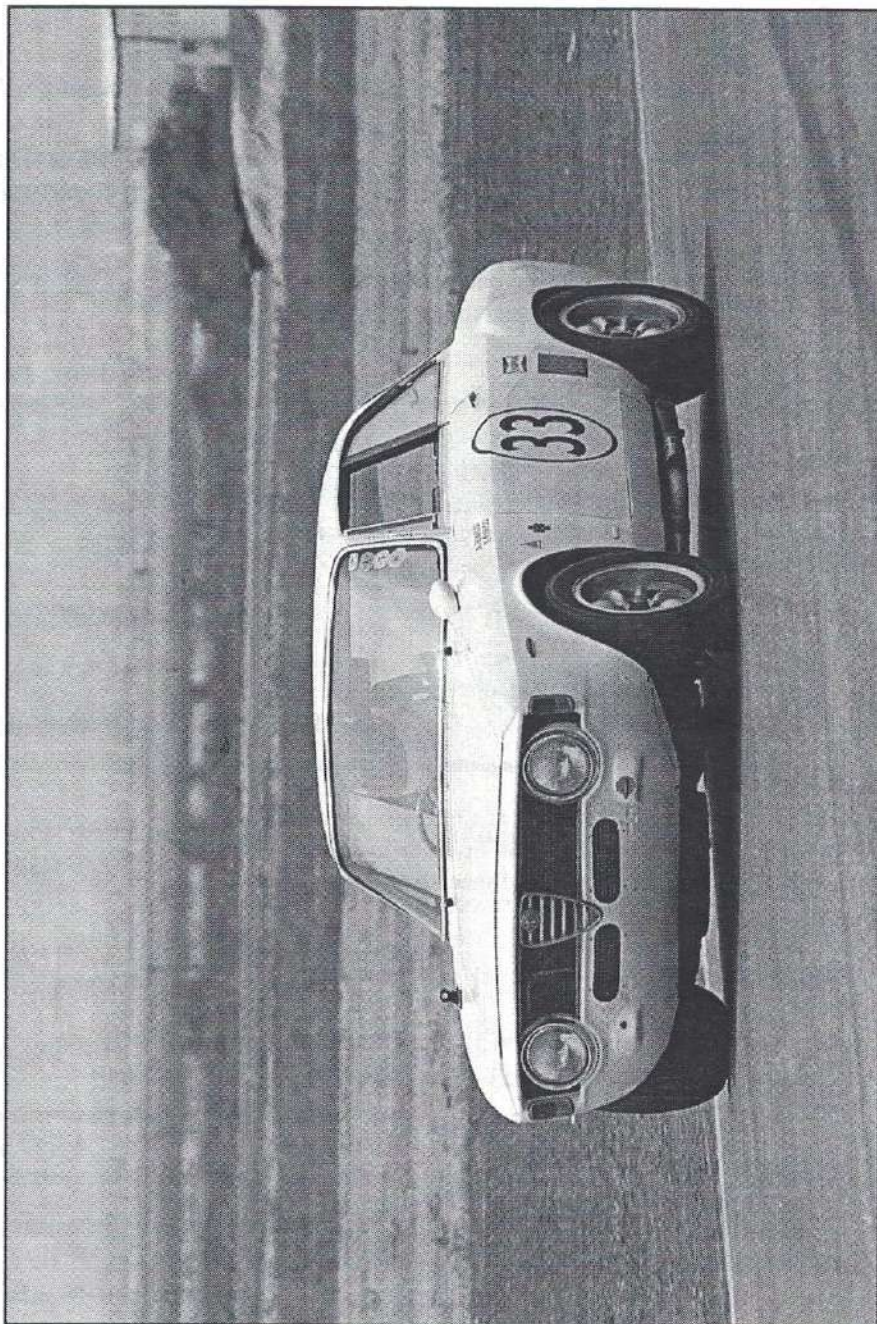


Giacionorda

Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



July 2006

**In This Issue: June Luncheon
Willow Springs TT & Race, up
coming events, and more.....**

Meeting Information

General Meetings are usually held the last Friday of each month except November and December at various locations. In November the meeting will be held on the last Friday not on the Thanksgiving weekend. A holiday party is held in December in lieu of the General Meeting that month. Some meetings and events will be held on Saturday or Sunday. Check the Calendar information on the outside back cover for an overview of the year, and the Previews section on Page 3 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 monthly general meeting 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 or of special interest to the members.

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

Anthony Rimicci ran the former Charlie Thieriot GTA at the Charlie Thieriot Memorial Enduro, Time Trial, and Race at Buttonwillow on Memorial day weekend. Photo by Mike McKibbin.

AROSC Web Site: www.arosc.org

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.

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(213) 623-6141 (Work) (818) 427-2054 (Cell)

Vice President & Tours: Jim & Elyse Barrett
(714) 964-9530 (Home) vp@arosc.org

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(805) 527-8520 (Home) secretary@arosc.org

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17041 Malta Circle, Huntington Beach, CA 92649
(714) 377-6377 (Home) FAX: Call first for access

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marketing@arosc.org

Concours/Photo/Video Library: Doug Adler
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Entertainment: Paul Dexler
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(310) 542-3448 (Home) meetings@arosc.org

Member-at-Large: Anthony Rimicci
arimicci@arosc.org

AROSC Committees

Web Site Coordinator: Bruce Colby
webmaster@arosc.org

Liaison: Paul Blankenship
sidewaysalfa@email.msn.com

'Wired' Notices: Jay Negrin
jmnegrin@earthlink.com

2006 AROSC Previews -- An Outline of Coming Events

**July 28 – General Meeting and Tech Session,
Omega Motorsports, 8:00 PM**

Our annual tech session will be held as our July Meeting at Omega Motor Sports in Culver City. Uwe Backer, our genial host, usually supplies lots of pizza and beer for refreshments. There will be cars up on the racks so you can see the underside without getting dirty, and Uwe will answer your questions about car care, etc. See page 13.

August 2 – Board Meeting at Luigi's, 7:30 PM

**August 6 – Summer Party at
Phyllis Gaylard's home,
Huntington Beach, Noon to
?**

Our Annual Summer Party will again be held in the cool backyard of Phyllis Gaylard in Huntington Beach. There are ocean breezes, shade, bocce ball, and pot-luck lunch. Join us! See page 14 for more details.

August 18-20 – Monterey Historics Weekend

It's time for Concorso Italiano, Monterey Historic Races, Pebble Beach Concours, and more. Contact Norman Silverman (see page 2) for more details, and see page 13 for information on the caravan to Monterey.

**August 25 – General Meeting and Dinner,
Castaway Restaurant, Burbank**

We will have a great dinner with a fantastic view, and in August we can see a beautiful sunset as well. Don't miss it. Last year it was great even with the brush fire next to us. See page 15 for details.

September 2-3 – Drivers School, Streets of Willow

September 6 – Board Meeting at Luigi's, 7:30 PM

**September 30 – General
Meeting & Tour of
Nethercutt Museum**

**October 4 – Board Meeting
at Luigi's, 7:30 PM**

**October 7 – Dyno Session &
Swap Meet at MagnaFlow,
Aliso Viejo**

**October 21-22 – Time Trial
and Race, Willow Springs**

October 27 General Meeting TBD

November 1—Board Meeting at Luigi's, 7:30 PM

**November 5 – Concours at Best of France & Italy Ca
Show, Woodley Park**

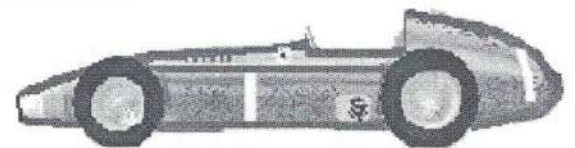
**DON'T MISS:
Tech Session at Omega
MotorSports, July 28
Summer Party - August 6
Dinner at Castaway
Restaurant, August 25**

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**Douglas Adler
(805) 498-3945**

Thousand Oaks, California



View from the Top -- Mostly Ramblings of Il Presidente!

Many thanks to Larry Crane, Editor of Auto Aficionado, for his wonderful presentation at our June General Meeting held at the famous San Antonio Winery near downtown LA. Larry, an enthusiastic car guy with a special relationship to Alfa Romeo brought a contagious effervescence to his verbal trip down memory lane. One of our objectives for the year was to encourage more member participation by selecting interesting venues to hold our monthly meetings. Our attendance has been growing and I counted over 30 Alfisti, including new members and members unseen for some time. After a late morning wine tasting, we adjourned to a reserved section of the spacious dining room for Larry's presentation and a casual lunch. Our General Meeting for July will be held the evening of the 28th at Omega Motors in Culver City. With a number of cars on the rack and pizza on the table, our host, Uwe Backer, will follow our brief meeting with an informative tech session. This is always an interesting social as well as tech gathering attracting a beautiful array of cars.

Our June Concours and attendant Go Kart Race was, based on the exit polls, an unmitigated great time with calls for this to become a regular event. The Concorso was judged by attendees who were given basic instruction sheets and let loose among the cars. By all accounts, the result of the judging was fair and balanced. If there were any complaints, I didn't hear them. The Go Kart racing was a blast. Along with supplying driving suits, helmets and gloves, they required a head sock be worn. What wasn't mentioned was that if you wore your own helmet the sock was not required. I found this out after barely finishing the qualifying laps in a state of semi suffocation and claustrophobia. Being unable to open my face shield a crack to let some air in didn't help. After rectifying the situation, I was able to get in some decent laps and my grandson got to see his poppa out there.

1 - PLEASE READ THIS COPY OF ALFACIONADA CAREFULLY AND COMPLETELY -

a) As mentioned last month, **the date of the AROSC Summer Party and Bocci Competition will be August 6th**. The venue will be the home of Phyllis Gaylard in cool and comfortable Huntington Beach and I am assured that at all variety of Peaches will be ripe. This is mostly pot (good) luck and a **confirming phone call to Phyllis - 714-377-6377** - will give you some idea of what to bring. For those few who have not attended one of these festive afternoons, Phyllis lives on a cul de sac with plenty of parking and it's within cooling breeze distance from the ocean. **SEE ARTICLE ON PAGE 14.**

b) Of course **THE BIG EVENT WEEKEND FOR AUGUST** is the weekend of August 18-20 starting, for those early arrivals, on the 17th with the Pebble Beach Concours d'Elegance parade through Carmel followed by **Concorso Italiano, featuring "Alfa Romeo" on the 18th** (By the way, as of early June, there were over 120

Alfa's registered for the Concorso), the **Monterey Historic Races from the 18th through the 20st** and the **Concours d'Elegance, featuring "Alfa Romeo" at Pebble Beach on the 20st**.

Rules and happenings:

c) - **If you plan to go to the Monterey Historics and park in the Alfa corral you will have to already have purchased your tickets through ARA. I WILL NOT HAVE CORRAL PASSES THIS YEAR. General Admission tickets can still be purchased directly from Laguna Seca.**

d) - This will be our fifth year caravanning with the group organized by Ken Howell (contact Ken - masermn284@yahoo.com). **(SEE ARTICLE ON PAGE 13)**

e) - **Members of AROSC and their friends are planning on having dinner Thursday the 11th at the Loose Noodle Pasta House in Monterey at 8 PM. Please RSVP to Evelyn Silverman at normanev@msn.com so she can get a count. We are limited to 60 people and sold out last year.**

f) - A number of us will stay on at the Concorso for a while after closing and partake of the happy hour arrangements being made by ARA at the Black Horse Golf Course club house, (tickets have to be purchased in advance from ARA. At this time we will also try to take a group picture of any members of the AlfaBB who happen to be in the neighborhood

2 - **The month of August will end with a General Meeting and dinner at the famous Castaways Restaurant in the mountains above Burbank the evening of August 25th**. Though the view, typically on a clear night goes to Long Beach, last year we were treated to watching fires in the canyons all around us. Last years guest speaker, Dick Messer from the Peterson Museum, braved the smoke and ash in his vintage MG. That's a car guy.

Time to prep for the Braille Rally. I just received a call from Tyrone Thompson, my Braille reading navigator making sure I had registered and looking for assurance that I will improve my skills as a driver enough to match his skills as a Braille reader. This event is sponsored by the Braille Institute and is like a graduation exercise for an exceptional group of teenagers. This is a TDS rally and your navigator will either be a Braille only or Large Print reader. You, the driver, has the tougher job. These kids are amazing and you quickly discover that we are their greatest handicap to winning. We had 5 Alfas last year, joining members of the Mini Club (who considers this a competition points event) the Highway Patrol, Black & Whites from various divisions, etc. They usually need at least 60 cars. The course is around 2.5 hours and ends with a great barbecue and awards ceremony.

.Keep the wheel side down,
Norman Silverman, Rex.



HOSPICE OF PASADENA
VOLUNTEER & COUNSELING SERVICE

of Partners in Care Foundation

June 12, 2006

Norman Silverman
President, Alfa Romeo Owner's Club of Southern California
21330 Stanwell Street
Chatsworth, CA 91312

Dear Mr. Silverman:

We appreciate your ongoing generosity in supporting Hospice of Pasadena and its programs. Your club members' cash donations in support of Carrie Adrian's participation in our walkathon made a big difference for us. We raised over \$54,000 for the *I Count Too!* program, which provides grief counseling and support for families with children who have lost a loved one.

When families are faced with life-threatening and terminal illness, they turn to Hospice of Pasadena and our extraordinary corps of volunteers, who respond with support as varied as their talents, providing respite care, transportation, fulfilling activity, warmth and companionship. Through the *I Count Too!* program children and teens learn to cope with today's sadness so their lives will be filled with hopeful tomorrows. And thousands of professionals, students, and community members learn how compassionate, sensitive end-of-life care relieves suffering for those in their care.

Your participation in Hospice of Pasadena's fundraising events helps make all this possible...and more. Community support is crucial to our success because it keeps all of our services free of charge and accessible to all. The staff, volunteers and board of Hospice of Pasadena are honored to be able to care for those who are facing the challenges of loss. We thank you again for joining us in this meaningful work.

With sincere thanks,

Sandra K. Atkins
Executive Director

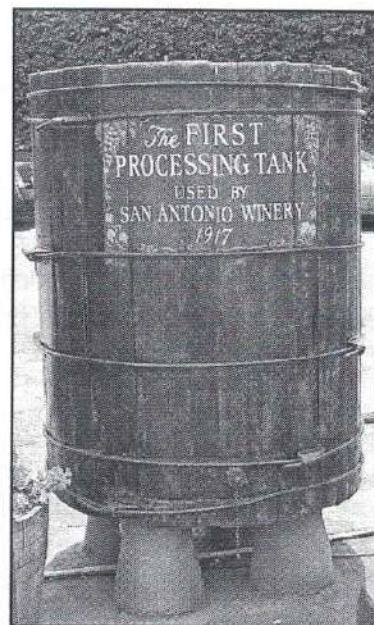
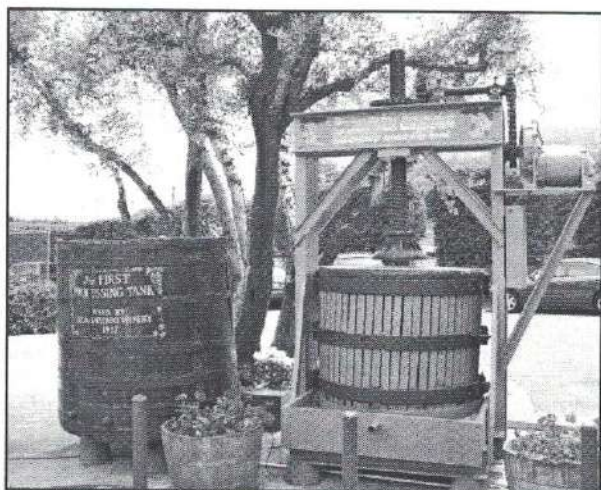
June Meeting: San Antonio Winery Luncheon!

Photos by Phyllis Gaylard & Paul Dexler

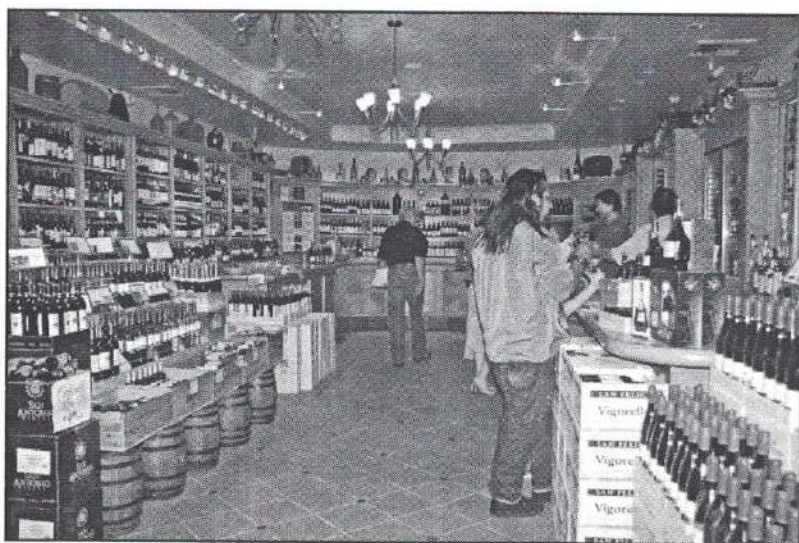
Wine, food, and an interesting speaker!
A Great Meeting in June!

Our speaker was Larry Crane, the editor of the new high-end auto magazine, *Auto Aficionado*. The magazine has been going for about a year now, and is getting better and better with each issue. Crane is not a newcomer to automotive journalism, having worked for *Road & Track* through the late '80s, then moving to *Automobile* when it launched. He recently got tired of Michigan winters and moved back to Southern California. His interests are in classic cars, Italian sports cars, fast cars, and just cars in general. He has driven and raced everything from Ferraris to Fiats, with Alfas and Lancias in between. He had a lot to talk about of interest, and he told it very well.

SAN ANTONIO WINERY & MADDALENA RESTAURANT



The Winery has the original press and processing tank in the parking lot,



The wine tasting and sales room had many varieties and labels to select from, including those from other wineries.



Larry Crane speaks to the group.



After lunch, Larry Crane, Paul Dexler, and Jay Negrin chat.

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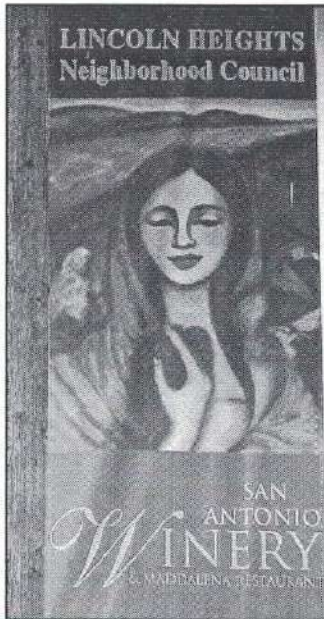
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Larry Crane's magazine is very impressive, with lots of photos, heavy paper stock, and interesting stories including background and historical articles. You can get a subscription for \$39.95 -- mail to Auto Aficionado, PO Box 2429, Manchester Center, VT 05255-9906



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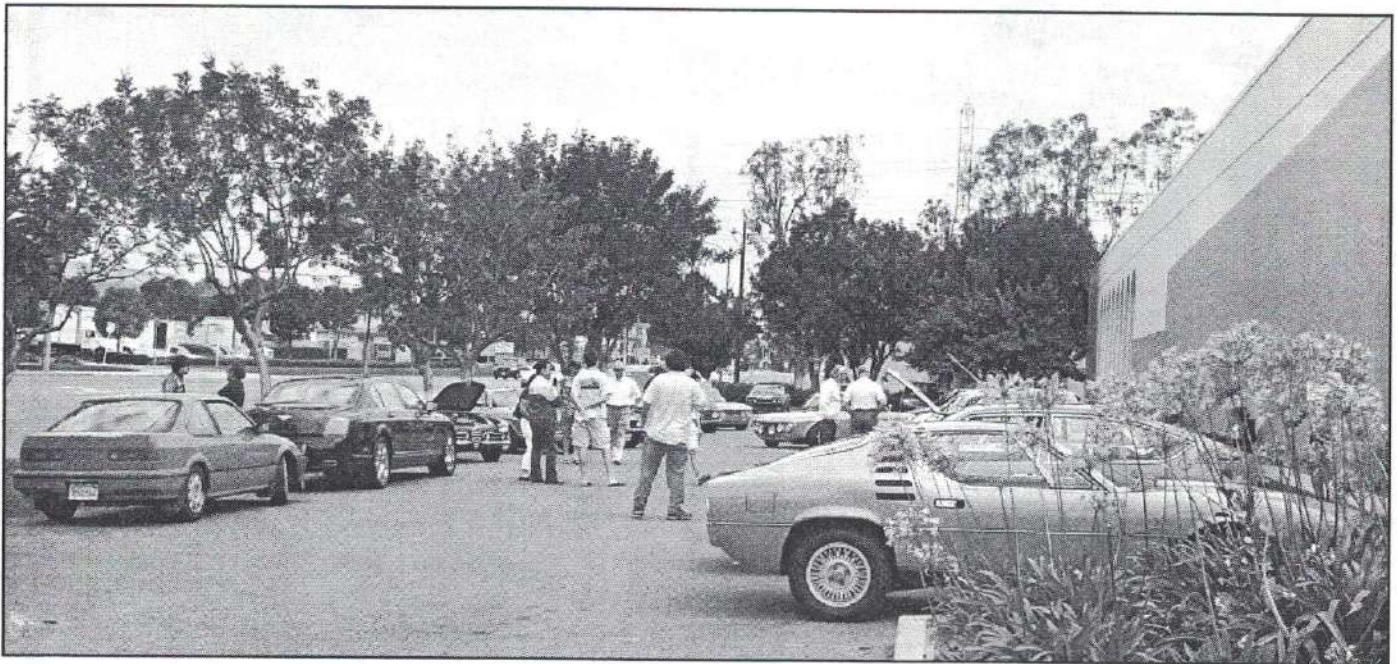
1/2 Mile South of Glendale
in Atwater Village

Concours & Go Kart Races, Sunday June 11

A new idea for club competition!

Concours Results

<u>NAME</u>	<u>CAR</u>	<u>SCORE</u>	<u>CLASS</u>	<u>AWARDS</u>
Fred Firschen	73 GTV	293	Closed	1st
Bud Duncan	73 2000 GTV	281	Closed	2nd
Philip Guiral	67 GTV	276	Closed	3rd
Mark Jordan	67 GTV	272	Closed	
Darren Traub	74 GTV - 2000	252	Closed	
Haig Chorbajian	74 GTV	236	Closed	
Randy Bent	67 GT Veloce	205	Closed	
Val Dietrich	73 Montreal	189	Closed	
Abbott Fahl	87 Milano	174	Closed	
Steve Cole	77 Alfetta GT	170	Closed	
Steve & Marybeth O'Brien	59 Spider 2000	293	Open	1st Best in Show
Norm & Evie Silverman	65 Spider Veloce	235	Open	2nd
Guy Nguyen	74 Spider Veloce	190	Open	3rd
Dean Cullum	78 Spider	212	DD	1st
Stefano Paltera	84 GTV6	184	DD	2nd
Gianfranco Masdea	73 GTV	146	Race	X
Adan Figueroa	69 Lancia Fulvia GTE	166	Non-Alfa	X
Cory Youngberg	59 Lancia Appia	163	Non-Alfa	Special Director's Award
Jim & Elyse Barrett	65 "Cobrainsi" MKII	112	Non-Alfa	
Paul Dexler	06 Bentley	83	Non-Alfa	



A nice group of cars assembled at Dromo 1 for the councourse portion of the event.



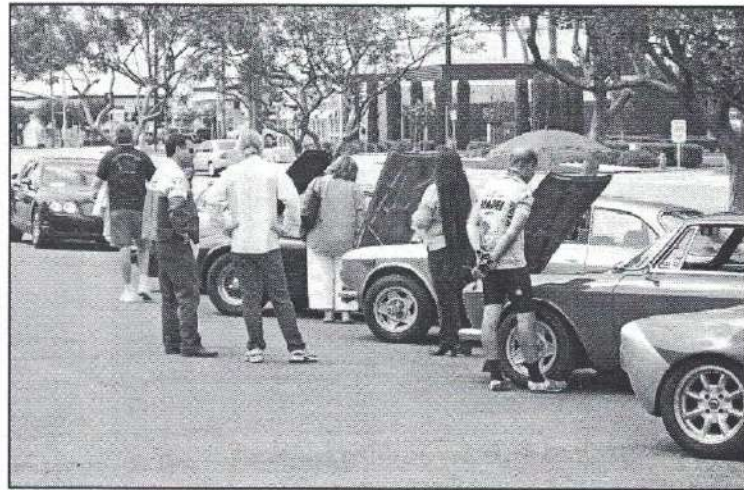
Steve O'Brien's beautiful 1959 2000 Spider.



Paul Dexler brought a ringer - a Bentley GT!



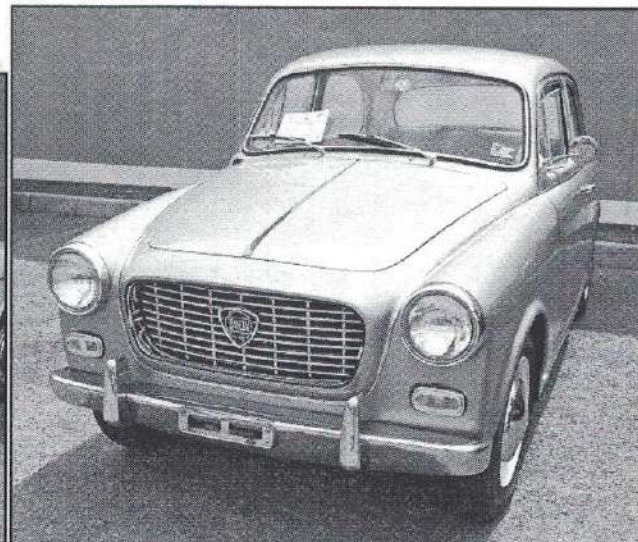
Steve O'Brien collects Best of Show.



More neat Alfas line up for the judging.



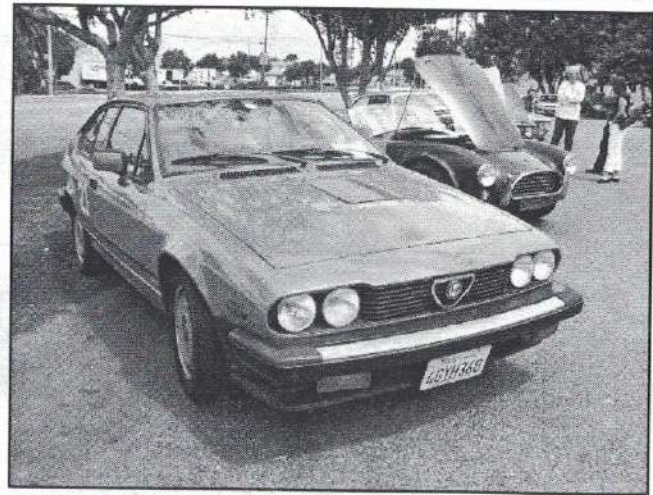
Twin Lancias -- need spares?



This cute little Lancia won a special award.



Two nice Orange County GTVs.



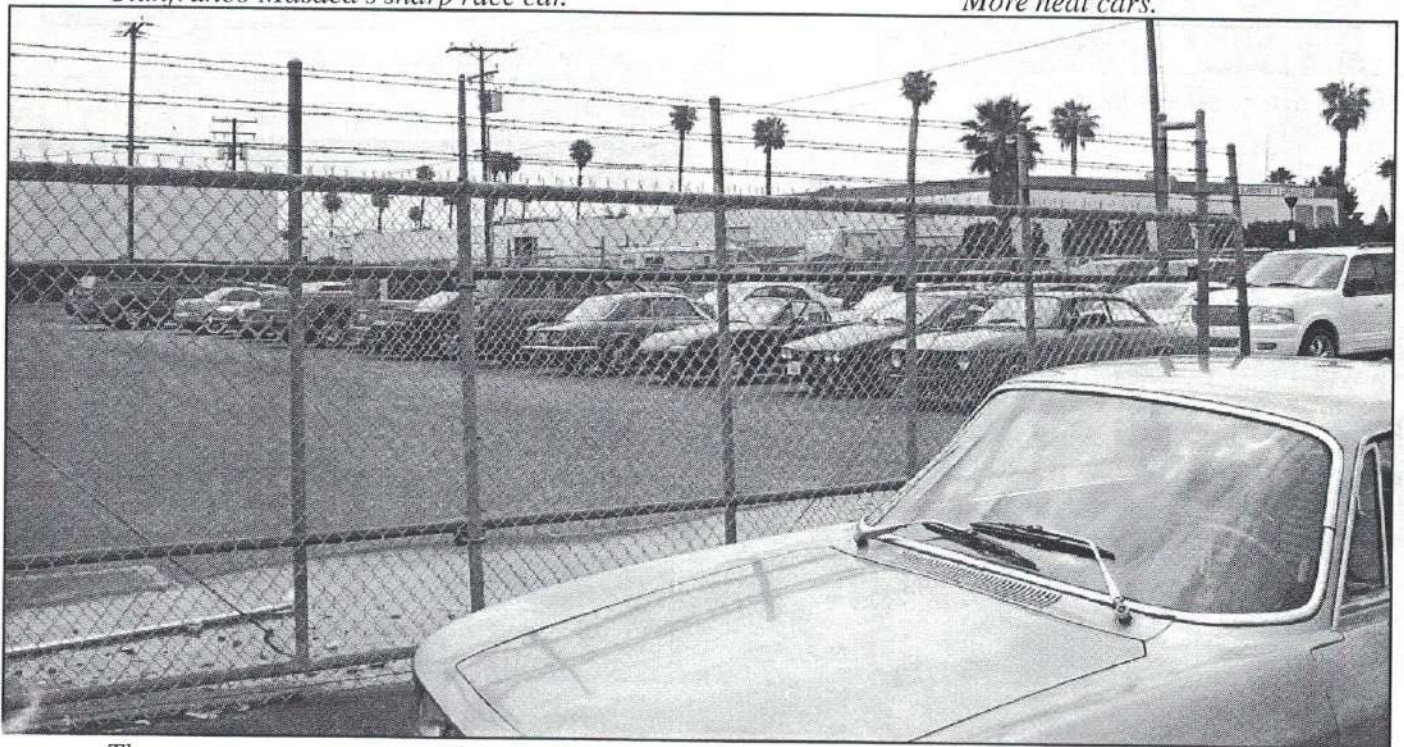
The GTV-6 of new member Stefano Paltera.



Gianfranco Masdea's sharp race car.



More neat cars.



The non-concourse cars and those of the racers hide behind the fence at the side of the building.

DROMO 1 RACE RESULTS

POSITION DRIVER BEST LAP TIME TOTALTIME LAPS

Qualifying Race 1: 10:45 am

1	Terry Major	25.294	689.062	21
2	Gianfranco Masdea	25.226	694.177	21
3	Phil Guiral	25.763	697.35	21
4	William Brown	26.012	715.968	21
5	Margie Brown	27.117	697.303	20
6	Kenny Brown	27.336	701.578	20
7	Val Dietrich	26.971	702.376	20
8	Beverly Major	27.554	704.325	20
9	Gene Brown	27.165	702.961	20
10	Norm Silverman	26.788	15	

(25.888 after lunch)

Qualifying Race 2: 11:00 am

1	Davidson Adler	25.202	643.385	19
2	Doug Adler	25.798	647.595	19
3	Michael Barring	25.356	648.087	19
4	Jim Barrett	26.014	653.138	19
5	Paul Blankenship	25.962	656.061	19
6	Carl Fung	25.621	658.338	19
7	Louis Cayafas	26.821	641.472	18
8	M J Kutkus	27.057	642.595	18
9	Stefano Paltera	26.536	647.094	18
10	Erik Bauhofer	27.448	649.028	18

Final Race: 11:15 am

1	Terry Major	24.916	641.207	21
2	Gianfranco Masdea	24.383	641.564	21
3	Davidson Adler	24.885	642.784	21
4	Phil guiral	25.074	646.893	21
5	Doug Adler	25.095	651.458	21
6	William Brown	25.255	655.989	21
7	Carl Fung	25.008	656.837	21
8	Michael Barring	24.784	657.399	21
9	Paul Blankenship	25.153	640.586	20



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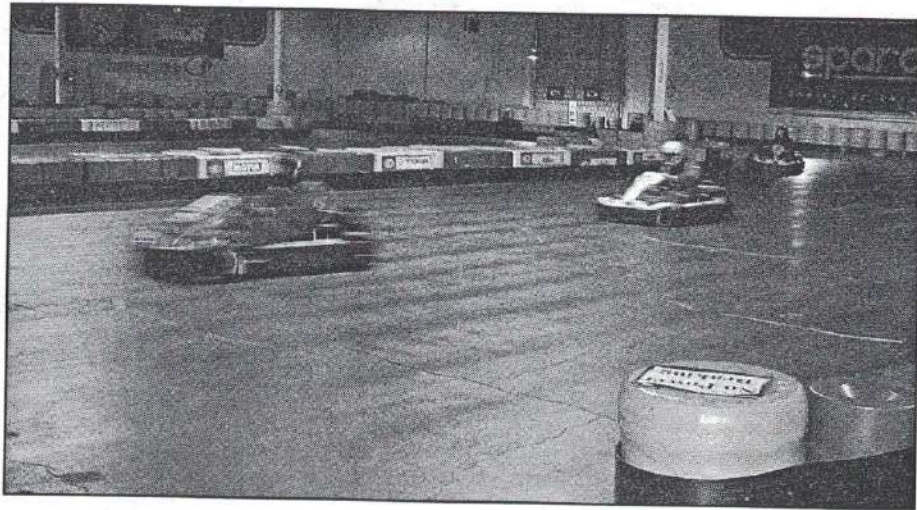
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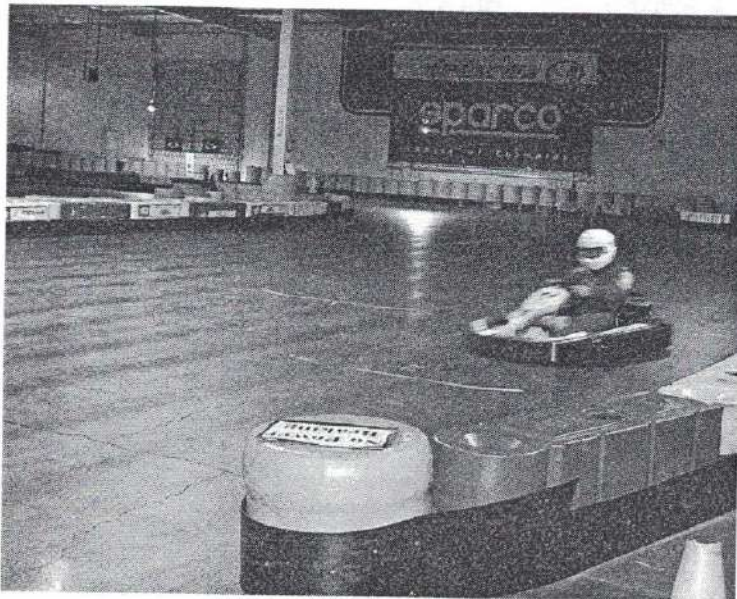
VISA



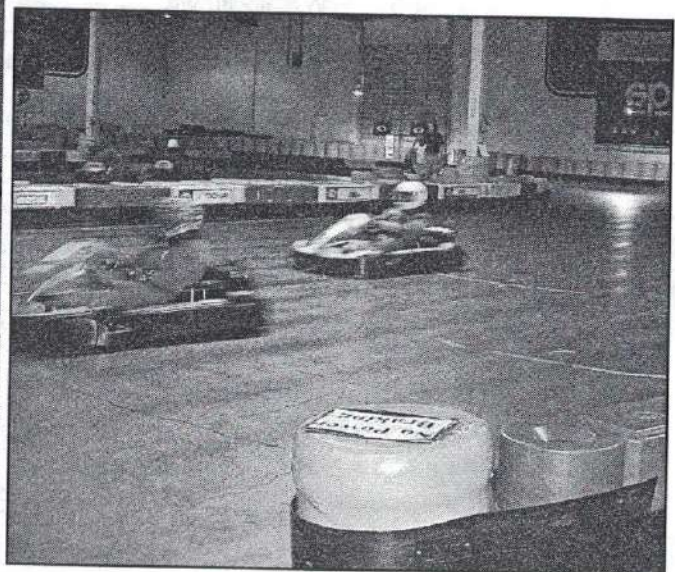
The start of a race is crowded.



Fast action on track.



Il Presidente Norman on track.



More fast action.

July Meeting -- Friday, July 28 -- 7:30 pm

Omega MotorSports Tech Session

This is a special meeting, our annual tech session at Omega MotorSports in Culver City. We will have a minimum of business, and then get down to the good stuff: cars on the lifts so we can see what the bottoms look like, Q&A with Uwe Bäcker, proprietor of Omega, and pizza and beverages.

Omega is located about 3 miles east of the I-405 between Venice and Washington Blvds on Clarington. This is just north of Sony Studio office building. Depending on your direction of travel and traffic conditions, exit at either Venice, Washington, or Culver Blvds and go east to Clarington (Madison from Culver). Call Uwe at (310) 836-3160 if you need more detailed directions.



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Fifth Annual Convoy to Concorso Italiano

Monterey California -- Thursday, August 17th 2006

This is a non discriminating Convoy; all cars of any make or model are welcome to join us.
All times are approximate.

- 1 - Thursday, August 18th the convoy will start in San Diego at the Windmill (Hwy 5 and Palomar Airport Road) at 7am.
- 2 - Our first stop will be in Irvine at MacArthur and 73 Toll road at 8:30am.
- 3 - Merging onto 405 we will head up to the 101 going West to the Topanga Canyon South turnoff in Woodland Hills (Approx 8 miles from the 405). As you exit going west to Ventura Blvd (approx 2 short blocks). We'll meet in the strip mall on Ventura Blvd (Starbucks) at 10:30am. **Along the way cell phones can be used (mine is 619-991-0284) to join us anywhere along the route.**
- 4 - Next stop is Santa Barbara at 11:30am, in the Sears parking lot on State Street. This is a Gas stop also. Most in the group will go over on 154 (the San Marcos Pass) to reconnect to the 101.

- 5 - We will all meet up again in Pismo Beach at 12:30 or so. **The restaurant is The Cracked Crab, 751 Price Street, 805-773-2722.** Plenty of parking in front, and I will call ahead to get us some preferred spaces since they are public. Please bring a little cash for the lunch to help speed up the payment process.
 - 6 - We head on up 101 to our next stop around Paso Robles for gas etc. We should pull into Salinas around 5 PM. We are checking an alternate route that bypasses the 101 - Monterey Road junction for those going on to the peninsula - will advise.
- Contact me at 619-991-0284 or Norm Silverman (818-427-2054) or by email at masermn1284@yahoo.com if you need help. I have a Yahoo Group called masermn where I will put more details and maps.**
Hope to see you!

Ken & Mary Howell (masermn)



AROSC Summer Party

**It's Time! Summer is here! Let's party!
Sunday, August 6 is the date!**

It's become a tradition each year to gather in Huntington Beach for a cool party. This year we are returning to Phyllis Gaylard's backyard, with good food and friendship, and lots of car talk, along with the mild weather. Let's do it again! Bring a sweater! Come and cool off from the inland heat wave!

Phyllis Gaylard's house in Huntington Harbor has plenty of back yard, paved patio, and shade. She still has Jay Wachtel's bocce balls, and the lawn is in good shape, freshly cut the day before. She is located about a mile from the ocean and beaches, up on a hill with a great breeze. There is plenty of street parking and a shopping center one block away if the street fills up.

We have again decided on a potluck format, and request that attendees bring something to share that we can nosh, snack, or munch upon. We suggest primarily home-prepared dishes, cold or room temperature. We can heat up some things in the oven or microwave, but want to limit the stove-top cooking to just a few items.

As in the past, there will be no charge for this event. However, we ask that all attendees bring a food dish to share. If you can't cook or bring food, you can make a \$5 donation per person and Phyllis will buy what is needed to complete the menu. In order for this to work, you must call or E-mail an RSVP before party day. Phyllis will coordinate the food items so that we don't have 10 kinds of Jell-O salad and nothing else. Suggested food categories include but are not restricted to: antipasto, appetizers, salads, breads, sandwich meats, casseroles, pasta dishes, or anything appealing as luncheon fare. Just please tell Phyllis what it is so she can coordinate and provide a complete menu.

DATE: Sunday, August 6, 2006

**WHERE: 17041 Malta Circle,
Huntington Beach, 92649
(Thomas Bros. Map pg 857 C1)**

RSVP: to Phyllis by Friday, August 4 at (714) 377-6377, or e-mail to editor@arosc.org

TIME: Noon to 4:00 PM or???

HOW TO GET THERE:

1. From the north or west, proceed east of the I-405/I-605 interchange for about 2 miles; get into the far right lane looking for the 22 FWY exit from the 405, and exit onto Bolsa Chica Road from that interchange. Follow Bolsa Chica Road south about 4 miles to Warner Avenue and turn right. Stay in the right lane, and turn right at the next light, Algonquin. Take the first left, onto Davenport, and again take the first left at Courtney, but make it a double left onto the access street next to Davenport. This leads you onto Malta Circle to the right. 17041 is the one-story pale gray house with bright blue trim
2. From the east or northeast, take the 22 FWY west to Valley View, just before the 22 joins the 405. Turn left at the signal onto Bolsa Chica, and follow the directions above. Valley View and Bolsa Chica are the same street, but the name changes at the 22 FWY.

From the south or southeast, take the I-405 north to Warner Avenue exit, and proceed on Warner about 4.5 miles west to Algonquin, and follow the directions above. OR, take Pacific Coast Highway through Huntington Beach to Warner Avenue, and proceed about a mile to the first traffic light, at Algonquin. Turn left and follow the directions above.

August Meeting -- August 25, 8:00 pm

Dinner on the Mountain — Now for Something Entirely New

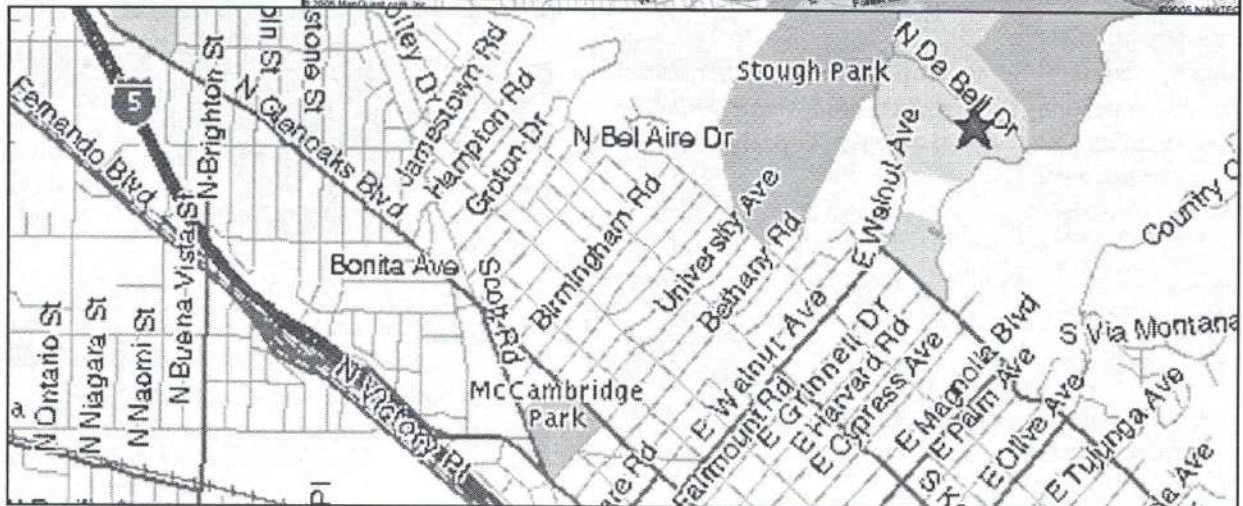
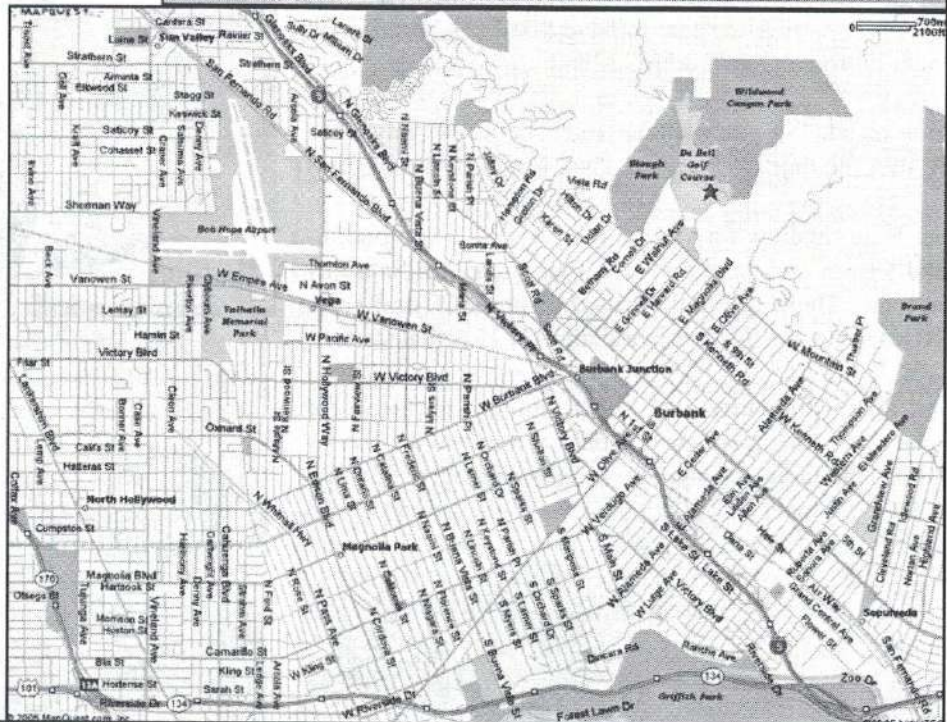
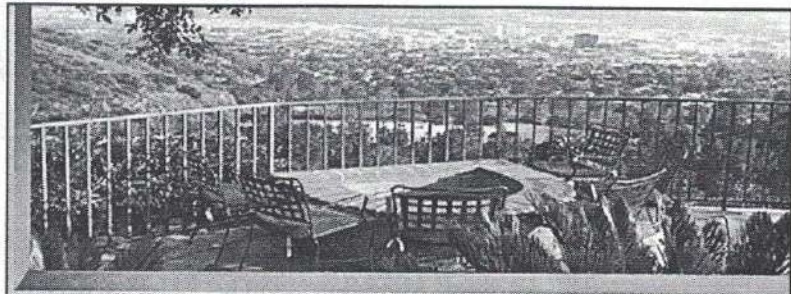
Each fall, the club has trekked up to the top of Mount Wilson, admired the view (if the weather wasn't too bad,) and enjoyed a picnic dinner while fighting off an armada of mosquitoes. Last September, we tried a different venue something entirely new and indoors, and it was terrific! This year, on August 25, we are once again going to trek to the top of a mountain and enjoy a view, and have dinner -- indoors. Hopefully, one difference from last year will be the absence of a fire next to the restaurant. Many people stayed away last year, but those who ventured to the site found a great dinner, beautiful view, and no mosquitos or scorch marks on the cars. We are also going earlier in the summer, so we can see the sunset, which is spectacular from this location.

The dinner will be at the Castaway Restaurant, on top of a small mountain in Burbank. The address is 1250 Harvard Road, Burbank. It's easy to get to from the I-5 freeway, and the sunsets are spectacular. There will be a choice of entrees, possibly a special Alfa parking area, and we're working on even more to make this a memorable evening.

The Castaway Restaurant and Banquet Center is located high in the Burbank hills overlooking De Bell Golf Course, with a breathtaking city view that is spectacular day or night. It is appropriately nicknamed "The Jewel on the Hill" and has been a landmark in the Burbank area for over 40 years.

We'll be adding more information as the date comes closer,

so check your e-mail, Jay Negrin will be sending you the latest info as it becomes available. We'll plan on seeing you on top of the mountain in Burbank on August 25, to celebrate Alfas and the end of summer.



Buttonwillow Time Trial, Race, & Enduro

Photos by Mike & Mitch McKibbin

RETURN TO BUTTONWILLOW 5/27-28/06

10 minutes before the start of Sunday's open race, Emilio Valsecci walked back to my car on one of the last rows of the grid. I was there because an inability to keep Big Dog on the track over the course of the weekend eventually did me in 4 laps into the qualifier, resulting in a DNF. Emilio and his Golf joined me back there, one row in front, because he had forgotten to gas up the car before the qualifier and he ran out 6 laps in.

Other noteworthies at the back for various reasons were Mike Easterman and his Mustang, Mike Barring in his 911, Brad Grey in an Alfa (nice to have you back, Brad), and Dennis Fibrow in the "Ladies" MR-2.

Emilio asked, "So, you want me to get out of your way when they start the race?" I replied, "No, just clear me a path."

I like Buttonwillow for several reasons; it's a competitor-friendly track and there's a 2 1/2 hour enduro on Saturday afternoon. The Club would really like to see 20 or 30 cars start this thing, but this time we settled for 13 actual starters.

I had some difficulty with the technique required for efficiently braking Big Dog. I hadn't driven the old Mustang GT since the last Buttonwillow enduro, and she treated my return to the wheel in the same manner as a girlfriend would if, after a date I would have said, "I'll call you", and then I don't show up for a year. That's why I was off at turns 1, 2, 3 once each, and 17 more times than I can remember. The turn 1 incident (during the enduro) was entertaining - the flag person's eyes were as big as saucers as that Mustang came careening in her direction, but that was all just part of the show, right? Maybe that's why Andrea didn't get much sympathy Saturday afternoon midway through her session, when she came idling through the pits to where Dennis and I were standing. She looked completely despondent, and told us she had just spun, "in a big way", coming off Lost Hills. Our responses were multiple, a sampling of which were: "So?", "What are you doing in here?", "Get back out there!", and the ever popular "If you don't spin from time to time you're not trying hard enough."

Jim Barnes did an Ironman in the enduro, as did his 911. Neither of them stopped at all, the only ones who did not, which gave them an unsurmountable advantage over everyone else.



Big Dog in the pits for a gas-up during the Enduro

Pit stops were all remarkably clean and well run. The only penalty went to Tony A2Z for (of course) speeding in the pits. It's great to see he still gets excited.

That night, the second annual Charlie Thieriot Cup was awarded to John Cote in absentia as it turned out. Someone said he was in the bathroom, which seemed oddly appropriate. Congratulations John..

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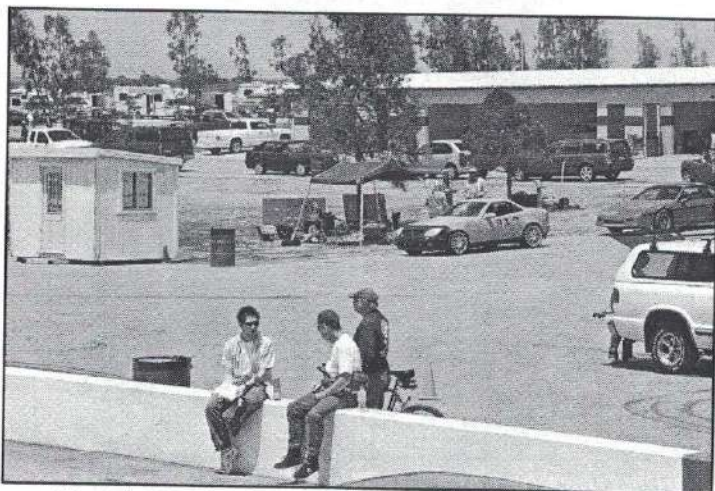


Early-morning pit set-up -- anybody up yet?

Alfa Cup saw eight cars, with Marco Ventura and his GTV6 finishing on top after Anthony Rimicci's luck turned for the worse, finishing only two laps.

The Club really should have a special award for the most hard luck story of the weekend (e.g., the Excedrin Headache Award). Hands down winner this weekend surely had to be Kevin Foye. Kevin's one of the nicest guys you could possibly meet, but he must be paying for something in a past life. He loved and lavished money on his Camaro for months, and the car was now finally ready. He made 4 laps with the car Saturday morning before seeing a possible oil pressure problem, brought it into his garage to check it, and when he attempted to restart it, the timing belt (represented to be of special design and competition worthy) broke. The weekend was over and another engine teardown pretty much inevitable. We should all feel his pain.

Rob Schwabel had fast time of the day in time trial with a 1:57 while Jim Ferris got a new Class C record, running a 2:07 in his Alfetta (which also turned out to be the fastest Alfa time of the day).



(In-) Action in the pits

Back to the Open race, the green flag dropped, we somehow got through the bedlam in turns 1 and 2, and Emilio took off. Twelve laps later he was 30 or 40 yards in front of me, so I guess he did blaze a trail, so to speak. A couple of laps earlier, I noticed Michael Barrington beginning to slide around in front of me, and it was apparent his tires were telling him they had had enough. Mike apparently mounted those tires at home in San Diego, drove to the track and ran them all weekend, then drove them home on the cords. What a guy.

Overall winner, pretty much going away, was Bruce Brown in his sports racer.

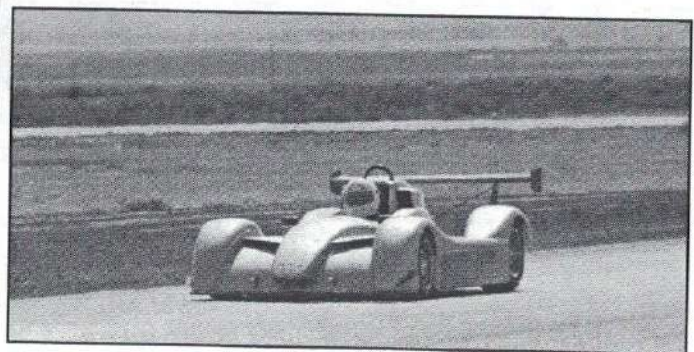
There was actually a new award at the end of the day: the Tool Bench Award and I won it for the wrench which fell out of Big Dog around turn one turning the race. Seems Rob was tightening a bolt in a relatively inaccessible area and the wrench got wedged in. He figured it had become a permanent part of the car, but like so many other things on abused race cars, it shook loose.

Team Hang On (that's us) does want to thank Joe at Chicane Sport Tuning (did you notice the neat paint job and decal?) for his assistance with the rear end, brakes and power steering (for the first time in years, we opened the hood and the engine bay wasn't washed with power steering fluid).

The results for Big Dog actually looked pretty good. All in all, a very pleasant weekend.



Big Dog waits on the grid.



Bruce Brown in his D Sports Racer

Alfa Romeo Owners of Southern California



Driver's meeting for the Enduro -- it's air conditioned!



Rick Clemente's GTV in action.



Rob Rhodes and Terry Major watch the Enduro in the shade -- Rob just finished his stint with Big Dog.



The start of the Alfa Cup race.



Big Dog scored a class win in the Enduro -- Mitch McKibbin collects the trophy.



Waiting on the grid for practice.



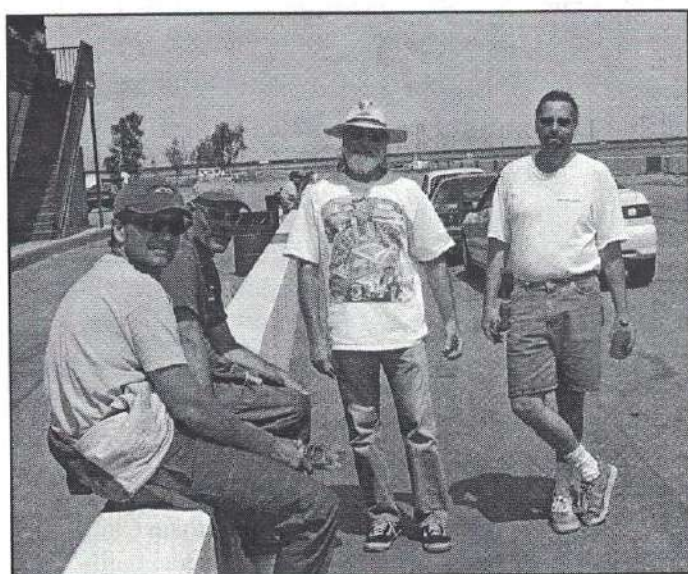
Terry Major goes off course -- don't hit Brad Gray on re-entry!



Fred Hamilton takes Mike Easterman for a ride in the Buick.



*The Chekered flag waves the end of another session.
Is this guy lost? He's not at LVMS but BWRP!*



*It must be lunch time -- these guys are usually busy
running the show!*



Paul Ellis and Brad Gray



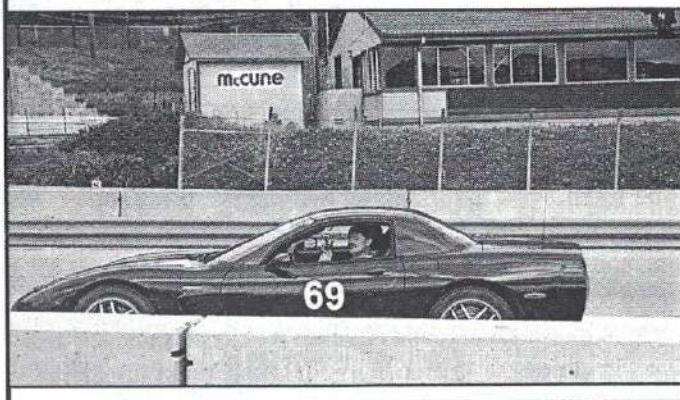
The start of the Open Race

SAL LAMAGRA IN MEMORIAM

At the Saturday morning driver's meeting, Terry Watson told the assembly that Salvatore Lamagra had died. Sal and his Corvette Z06 were regulars at Club time trial / race events for several years. Socially, he was a bit rough around the edges, but in all ways was an engaging and extremely likable guy.

My wife and three daughters were standing with me in the paddock at the last event we had at Las Vegas Speedway when Sal drove up. I introduced him, he said he was pleased to meet them, then launched into an expletive-laced exposition about his wanderings through 3-4 casinos in a fruitless search for a hamburger, and closed with, "McKibbin, how the hell did you end up with such foxes when you're so F##@%& ugly?" The women were toally amazed, but with a compliment like that, how could you help but not like the guy?

Terry said Sal showed definite potential for being a new Charley Theriot. Alas, too fast to live; too young to die. What a shame he's gone. We'll miss you very much Sal. Rest in peace.



AN AROSC ENDURO TO REMEMBER!

Article and photos by Clark Taylor

A little background:

It was a wonderful time for racing during my undergraduate years at UCR. Horsepower was BIG, understanding of aerodynamics was sketchy, and many of the drivers were people we held in awe and whose names we recognized. In those days, you didn't have to watch a Can-Am, Formula 5000, or Indy car for long to realize deep in your soul that driving these machines, the absolute fastest of their time, and driving them well, took near super-human skills we could only begin to imagine.

So, put yourself in my place as I attended the AROSC Drivers School last March at the Streets of Willow to help some friends with their Sevens. The AROSC had advertised there would be a "guest" instructor, someone whom I've followed and admired for over thirty years! Here he was, Tony Adamowicz, standing alone near the pit wall watching the students during an on-track practice session. Maybe it was the PRDA patch on his driving suit that gave him away! I cranked-up my courage, walked up to him and in my strongest and clearest voice asked, "Hi, are you Tony?"

What can I say about Mr. Adamowicz? This guy is a very warm and gracious human being. After a few initial 'getting-to-know-you' formalities, we were soon talking about chassis set-ups, how he made his old Volvo racer handle, and then about his driving career. He feels very fortunate for the opportunities he's had to drive and compete in motor racing, and believes it is important now to give something back, especially for those just getting started in the sport.

While we were talking, I couldn't help thinking that our Riverside Foreign Car Club members would love to have Tony attend one of our meetings as a guest. After all, wouldn't it be much better for them to hear first-hand about his development as a driver, as a tuner/fabricator (aka, Tony 'Mods'), and as a man whose driving career took him to the very highest levels of the sport we love? So I asked Tony if he'd be interested, and it didn't take him long to agree. The deal was tentatively set!

On Tuesday, May 2nd, Tony drove to Riverside's Cask 'N Cleaver. Luckily, traffic was light and Tony arrived early enough so we had time for a tour of the newly forming

Riverside International Raceway Museum. We are planning a Grand Opening in the not too distant future, but that's going to be another story. Suffice it to say that Tony was very favorably impressed by the effort put into developing this museum, and offered to help in any way he could.

As 6:30 PM approached, we realized it was time to return to the Cask 'N Cleaver and the RFCC general meeting. To fully appreciate this visit, you had to be there. Tony spoke and answered our questions for over two hours. His detailed knowledge of racing from the '60s through the '80s is immense. During some casual conversation, I mentioned the upcoming AROSC Buttonwillow event, and Tony replied: "You know, they're having an enduro!"

Buttonwillow Preparations

A few days and many e-mail messages later, Tony and I agreed to contest the AROSC Enduro in my Seven. This meant breaking a lot of new ground, since my career in AROSC events had only involved schools and time-trials. Fortunately, one member of our new team had at least a little experience in endurance racing, so that was good! Besides, we didn't have time for worrying; we had to arrange for fueling, locate a 10-pound fire extinguisher, and figure how to get the necessary items to the track. First off, a good friend in the California Caterham Club, Doug Liedblad was able to borrow a 5-gallon fuel bottle, and I located another at a friend's home. Tony volunteered the extinguisher; said it came with some history! (His teams had used this bottle during his Formula 5000 and Trans-Am championship seasons!)

So, loaded with luggage, spares (very limited), a small box of tools, and an enormous 5-gallon fuel bottle beside me, I drove to Buttonwillow on Friday, May 26. Tony (with his son, Anthony) and Doug both arrived later that afternoon. Our team was ready!

Enduro Practice & Qualifying

Saturday morning butterflies made sure I was awake well before my wake-up call at the Super 8. But this was a good thing because I had plenty of time for a yummy continental breakfast, and a brisk open-top drive to the track. At the track, I finished prepping the car (e.g., removed the spare tire and hub caps, and checked tire pressures).

We also had time to get Tony fitted and comfortable. He immediately noticed two problems: the glare reflecting from the Seven's chrome headlight pods, and a lack of adequate rear vision. Tony quickly went searching for tape, and the Poulins came to the rescue. Tony and Anthony worked together and produced a very clean tape application. Then after some discussion, we decided to run the car with side-curtains for their outside rear-view mirrors.



I took the car out during the first "Race" group practice, and quickly settled into lap times I'd turned during last year's AROSC Buttonwillow time trial. The car felt good, and per our plan for engine longevity and fuel conservation, I shifted into 5th gear instead of leaving it in 4th and spinning the engine down the back straight and through Talladega.



Tony took the car out the next Race practice session. Mind you, he'd never driven, or even *ridden* in a Seven before. On his second lap, he clicked off a lap faster than my best during the first session, and by his fourth lap was circulating faster than my best time trial lap last year! What a difference a little experience makes. So, no question, Tony would qualify our car and start the race. During the noon Enduro qualifying, Tony turned a lap good enough to place our Seven into sixth out of thirteen on the grid.

With qualifying out of the way, Doug, Tony and I reviewed our pit-stop strategy: Doug would fuel, Tony would get out of the car and hold the well-traveled and track savvy 10-pound fire bottle, and I would stay inside the pit wall to transfer fuel bottles and other equipment. Tony and I would swap places once the re-fueling was complete, and I would continue driving to the checkered flag.

Buttonwillow 2½ Hour Enduro

Our race started at 4:30 PM, and surprisingly for Buttonwillow in May, it wasn't hot. I felt like a nervous mom watching her kid play his first football game as the Enduro field finished the warm-up lap and got the green flag. With my eyes straining to see the action going into turn 1 (Sunrise) Tony maneuvered the Seven in its first race traffic with the professional skill he's well known for: smooth and no surprises. With the race underway, Anthony recorded lap-times while his dad kept the pressure on with a number of laps in the 2:10s, and even dropping a couple into the 2:09s.

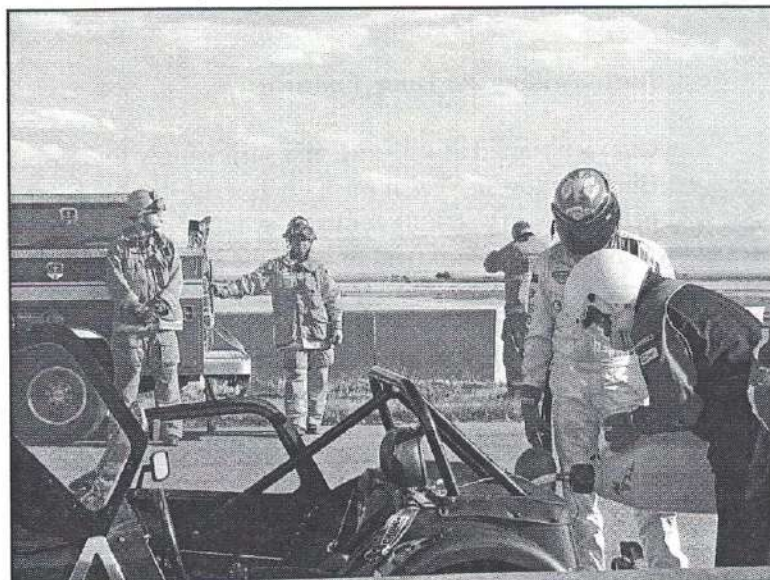
About the halfway mark, just as Doug prepared to signal Tony to come into the pits for fueling and driver change, the Enduro was Red-flagged. Big oil spill between 'On-ramp' and 'Cotton Corners'. No pitting was allowed during a Red Flag situation, so we had to postpone our pit stop until the race had re-started.

I've got to say during our pit stop, despite Doug's grounding the fuel bottles to the Seven's chassis and Tony holding the fire bottle, it was comforting to have the professional track fire team backing us up. It was our event, and they stayed out of the way, but they positioned themselves for action in case an emergency arose.

Doug got about six gallons of fuel in (hey, it's only an eight gallon tank!), spilling barely a drop, and then Tony helped me get buckled into the Seven. No real problems during our first Enduro pit stop!



Tony is in for the driver change.



Refueling during the pit stop -- Advance Fire & Rescue in the background gives them confidence.

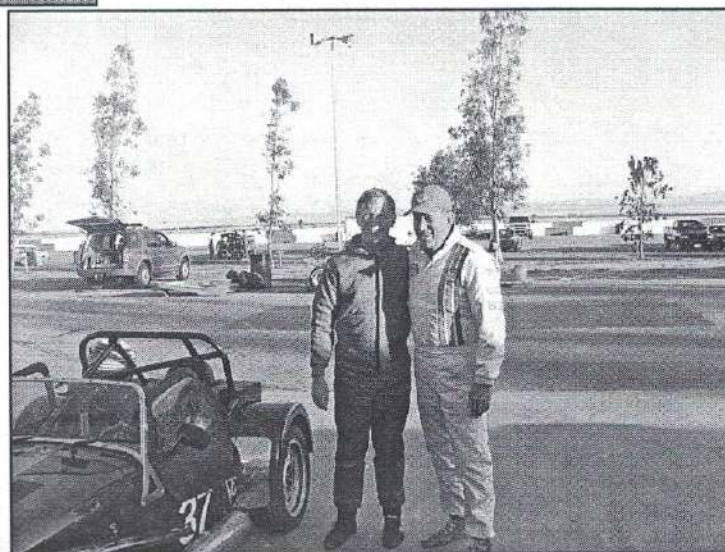
As I exited the pits, it finally settled in, this was racing! Watch out for traffic coming up behind, and look for the holes ahead. For the professionals, an hour and fifteen minutes on the track might not seem like much, but for someone who's never raced longer than a 30-minute sprint, the extra forty-five minutes is long. Tony said, just consider it a long practice session: look far-ahead, work on lines, work on smoothness, keep your head on straight about who is coming up and who you are overtaking. Most of all, relax and enjoy yourself! The Checkered-flag finally came out and we finished our first AROSC Enduro!

EPILOG

We ran it steady and completed 61 laps, good enough to place us sixth overall and 2nd in Class N, just behind Mike, Mitch and Rob in their red Mustang. Mike has written a larger story about the event where the overall results are provided. But let me say that after the event, when Tony asked me how I felt, I was in awe and very humbled. This very gentle and superb man had shown me I still have a lot to learn about this racing game!

Finally, I would like to thank Doug for stepping in and helping make our Enduro a success. His methodical approach to solving problems, and making his "Toy-Box" trailer available for a home base were invaluable assets. And Tony, I would not have done this Enduro if he hadn't planted the seed.

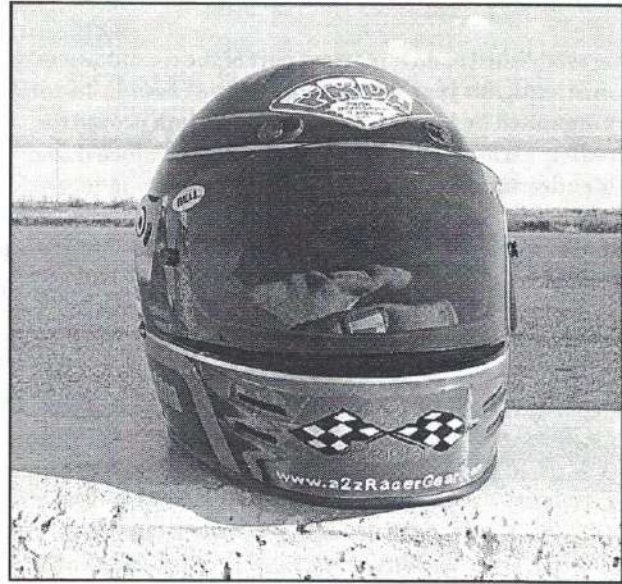
Now, about making up those two laps on the red Mustang next year! We've got some ideas cooking!



The end of a long and happy day.



Clark and Tony plan race strategy and review lap times.



Tony's helmet has a unique paint scheme.



Italspeed



"Every time I see an Alfa Romeo
I tip my hat" -- Henry Ford

*Hard to find restoration and competition
parts for Alfa Romeo motor cars*

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- 1958 Lancia Appia Truck Series I. Dark green on beige, beautiful condition.

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Close finishes for 2006 Le Mans Legend races

Long established as an important part of the countdown to the 'main event', this year saw not one but two races for historic cars organised by Motor Racing Legends. Both proved to be incredibly exciting, with battles for the lead conducted over their entire duration.

Post-War Cars at Le Mans: a Fight to the Line A grid of post-War Le Mans-type racers built up to 1955 (plus an invitation class for slightly later cars) provided a gripping spectacle for the vast Le Mans crowds, shortly before the start of the modern 24 Hours. On pole was Gary Pearson in his **Jaguar C-type**. Second on the grid was Joe Colasacco, in the Alfa Romeo 3000CM owned by Lawrence Auriana – a car driven by Fangio at Le Mans in 1953, and later gifted to Peron, President of Argentina. As the race began, it became clear that Colasacco was not going to let Pearson's C-type get away from him. The Jaguar and Alfa diced for lap after lap, first one and then the other in the lead, as their lap times progressively dropped. On the final lap of the race Pearson was ahead when Colasacco spun at Arnage and, although he recovered without damage – and without losing a place – this ensured the Jaguar scooped a



comfortable first place. Fastest lap, however, went to Colasacco's Alfa.

Stuart Graham put in a characteristically superb drive in Robert Waterhouse's **Austin-Healey 100S** to come in third, with the **HWM Sports** of 'Spike' Milligan in fourth and Rick Hall's **Ferrari Monza** in fifth. Meanwhile, the under-2000cc class was won stylishly by Chris Conoley in his **HRG Singer**, followed by David Alborough's **AC Ace Bristol** and Diethelm Horbach's **Porsche 356**. The invitation class for later cars was won convincingly by David Cottingham in his **1956 Ferrari 500 TRC**, who also took ninth place overall. Sir Stirling Moss expertly piloted the ex-Briggs Cunningham **OSCA MT4** now owned by Roger Earl, after Sir Stirling's own Jaguar C-type, which he had originally entered for the race, was unable to run. "The fact that Roger Earl gave up his drive to ensure Sir Stirling took part in the race exemplifies the spirit of the ACO Centenary Races," said organiser Duncan Wiltshire of Motor Racing Legends. "It's that sportsmanlike attitude from our competitors,

plus the tremendous atmosphere of the Le Mans 24 Hours weekend, that makes these historic support races so special."

Pre-War Cars at Le Mans: Nail-Bitingly Close Finish The ACO Centenary Race for pre-War cars, run on the Saturday morning of this year's Le Mans 24 Hours, was one of the most closely-fought battles ever held on the full 13.65km circuit. On pole position was the **Alta Sports** of Luke Stevens and, in second place on the grid – just a few hundredths of a second behind – was the **Talbot 105 Alpine** of Gareth Burnett. From the outset, the two cars (both owned by John Ruston) ran neck and neck, the lead repeatedly switching between them for the entirety of the 40-minute race. As the leading cars exited the final corner and headed for the chequered flag, the Talbot was marginally ahead but the 2-litre supercharged Alta was closing rapidly. There was a tremendous cheer from the crowd and from the pit-lane as they crossed the line with scarcely a hair's breadth between the two, but the Talbot managed to hold on to first place by a mere 0.06 seconds. Although relegated to a nail-bitingly close second place, the Alta, skilfully driven by current European Caterham Champion Luke Stevens, took the fastest lap of the race, at 6min 3.27sec. It wasn't just a tight finish at the front of the field, however. The **Bentley 4¼-litre** of Bob Gilbert came in third, with Mark Butterworth's **Lagonda V12 Le Mans** only just pipping Holly Mason's **Aston Martin Ulster, LM21**, to fourth place – by an even smaller margin than the leading two cars. Albert Otten's **BMW 328** took sixth place, and third in class. Elsewhere in the field, class winners included Mike Preston in his **Bugatti T50**, and Jock Mackinnon, in the **Bentley 3-litre** he had driven to Le Mans all the way from Edinburgh. "The reaction of the crowd said it all," commented organiser Duncan Wiltshire of Motor Racing Legends. "If any of the younger spectators had initially thought historic events might be slow or uninteresting compared with the modern 24 Hours, they soon changed their minds. The grandstand spectators stood and cheered at the excitement of the close racing. The spectacle was enough to ensure that the ACO Centenary Races generated 2½ hours of live coverage across Europe on Motors TV." *Story: Classic Driver Photos: Paul Jarmyn of Fotografia Corse. Prints available from Paul on +44 (0)1923 268685 or paul@fotografia-corse.co.uk* Motor Racing Legends will be back at the 24 Hours next year, running the **Le Mans Legend 2007** - for which a new era of Le Mans race cars will be chosen. For further details on this, as well as their **Pre-War Sports Car Series** and the **Royal Automobile Club Woodcote Trophy** (for genuine sports-racers of the post-War era, up to and including December 1955), please contact them at the address below. Both race series will be holding rounds at the **Silverstone Classic** on July 28/30. Motor Racing Legends Woodbine Farm, Thorndon, Eye, Suffolk IP23 7JJ. Tel/fax +44 (0)1379 678101. E.mail: enquiries@motorracinglegends.com www.motorracinglegends.com

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From the Australian Italian Car Web Site:

News Bulletin
03 July 2006

ItalianCar gets a makeover

You could be forgiven for thinking that ItalianCar had disappeared down a big hole - but no - we've just been giving the website a complete overhaul. It's been more than four years since ItalianCar first launched and so we thought it was time for us to have a fresh new look for the site (it's hard to believe that ItalianCar has been going for that long). However, our inspiration remains the same - to provide you with a single source of information on Italian cars - past present and future - and to have some fun along the way!

You'll see that our section on Cars has been totally revamped with a lot more information now on individual models. We have also got some great features lined up for you - our drive of the new Alfa 159 below, a first drive of the new Fiat Punto and - in about a month's time - a first drive of the awesome new Alfa Brera 3.2l V6 Q4 as well as the new 159 with the same engine. We also have a few features on some classic Italian models coming up - so watch this space.

To mark this relaunch of ItalianCar we are running a competition where you can win a \$1,000 Alfa Romeo watch, as well as some other great prizes - visit the web site to enter. So without further ado here is the rest of the news...

Yours

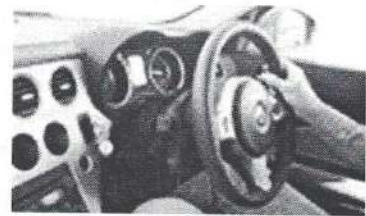
David Bateson
Editor ItalianCar
(ItalianCar.net)

30 June 2006

159 - 2 hours behind the wheel of Alfa's new platform

(Much more at ItalianCar.net)

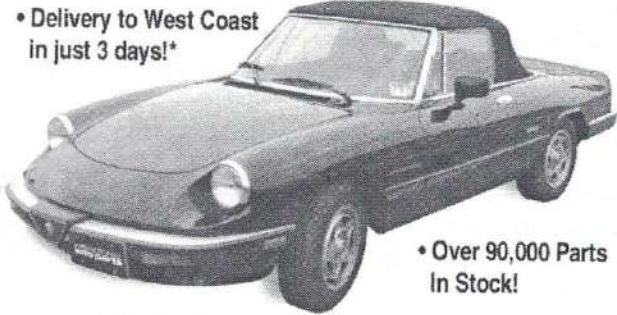
The launch of the Alfa 159 is not just a matter of life or death for Alfa Romeo, as the saying goes, it's more important than that. How can the launch of a 'mid-range' car be such a big event? Well, the reason is that the 159, or rather the 159 platform, will be the basis of almost all the important new Alfa models over the next 12 months and beyond, including the Brera and the much awaited new Brera-based Spider model, widely tipped to be the spearhead of Alfa's imminent return to the US market.



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Parts needed: to repair 1994 Spider damaged in accident. The front-end, front frame and right headlight are damaged. These parts are from the estimate.

- Bumper assembly
- Front Panel
- Left and right energy absorber
- Right bumper assembly support brackets - side and front
- Reconditioned beam grill
- Right headlamp assembly
- Right park/turn lamp and marker lamp assembly
- Right fender
- Right splash shield lower extension
- Right rear link assembly
- Right steering knuckle

Call Carrie Adrian at (636) 799-1880 or E-mail at olecja@aol.com (7/6)

1977 Spider: 2.0 liter, 5 speed, new paint - red with black top. California car since new, no rust. Rebuilt motor, trans, and differential. New wheels: 16X7 with P205X55 R16 tires. New Konis, floor, carpet, and mats. Looks and runs better than new. Photo available. \$12,500 OBO. Call Roland @ (805) 584-0051. (6/6)

Parts for sale: 1750 block, crank, rods w/pistons, front cover, flywheel: \$250

'59 1300 engine, complete, #1315-010368; head is off, no cams or valves: \$450

Four 4-speed trans, early #8/41 5M38420, #13152, #94037, and late #15613: \$125 each.

Two '74 Berlina front seats, tan, lilke new: \$100/pair
2.0 liter block, line bored and clean: \$100

GTV-6 Shankle rear sway bar, new: \$50

Maratona front spoiler and right front flare, like new: \$75

Two Milano grills: \$10 each

GTV-6/Milano drive shaft, complete, balanced by

Portland drive shaft service: \$250

Six cranks + flywheels - inquire with needs: \$25 to \$75 each

1990's Spider right taillight, excellent condition: \$50

Two Graduate wheel beauty rings: \$30 each

All prices OBO, everything must go! Call Robert @ (310) 257-8691. (6/6)

Spider factory hardtop: black with crème interior, used but in fairly decent condition. Has been covered in the garage for the last five years. doesn't make sense for me to keep it anymore.

Can send pictures. For local pick up or delivery only (Los Angeles). \$600. Call Farzad at (310) 717-2785 or E-mail to zangonli@yahoo.com. (4/6)

PARTS: Air box for '67 Duetto or GTV \$150. Euro carb air filoter canister \$100. Trunk lid for '74 GTV, no dings, no rust \$175. Bell Housing for '74 GTV \$150. Call Don Singer at (805) 382-8394. (4/6)

1974 Spider Veloce 2000: White with black interior. New exhaust & Michein HydroEdge tires. 84,000 miles, sounds great, runs better. \$6500 firm, car in San Pedro. Call Jim McCabe at (818) 414-5185. (2/6)

1976 Alfetta GT Track Car located in Southern California. Ran great all year at the AROSC track events. Very fast, keeps up with most all of the class C cars and even some of the class B cars out here. Ran a 1:40.008 at Willow Springs.

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crank has oil holes fitted with threaded plugs

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Suspension:

Heavy Front Sway Bar

Yellow Konis

special center bushing on rear suspension

Plus much more I am probably missing to list here REDUCED TO \$10,500 obo.

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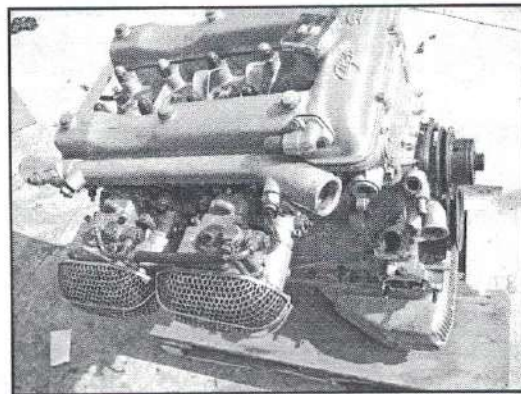
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Dues for 1 year membership in the *Alfa Romeo Owners of Southern California (AROSC)* and the national organization, the *Alfa Romeo Owners Club - US (AROC)* **DUES INCREASE . . \$70.00**

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

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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



Arthur Russell
3852 Bledsoe Ave
Los Angeles, CA 90066-4018

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Our 2006 Calendar

January	February	March	April
4 Board Meeting @ Luigi's Time Trial & Race @ Pahrump, Nevada ROSC Annual Mtg and Luncheon at Luigi's, Hawthorne	1 Board Meeting @ Luigi's 18-19 Time Trial @ Fontana Parking Lot 26 Concours @ Pepperdine University, Malibu, plus General Meeting	1 Board Meeting @ Luigi's 12 Swap Meet at Omega MotorSports, 9am 25-26 Drivers School @ Streets of Willow 31 General Meeting, 7:30 <u>Mosier Restoration</u>	5 Board Meeting @ Luigi's 8-9 Time Trial & Race @ Willow springs 22-23 Spring Driving Tour 29 General Meeting /Tour Petersen Museum
May	June	July	August
Board Meeting @ Luigi's General Meeting & Lunch, Culver City area L A Concours Time Trial & Race @ Buttonwillow	7 Board Meeting @ Luigi's 11 Concours/Go Kart Races at Dromo One indoor track, Orange 23-25 Calif Historic Races at Fontana w/spectators 25 General Meeting, at San Antonio Winery	5 Board Meeting @ Luigi's 8 Braille Rallye 2005 Note Date Change! 28 General Meeting/Tech Session @ Omega MS	2 Board Meeting @ Luigi's 6 Summer Party, Huntington Beach @ Phyllis' 18 Concorso Italiano, 19-20 Monterey Historics 25 General Meeting - 8pm Castaway Restaurant Burbank
September	October	November	December
Drivers School @ Streets of Willow Board Meeting @ Luigi's 30 General Meeting./Tour Nethercutt Museum	4 Board Meeting @ Luigi's 7 Swap Meet /Dyno Session @ MagnaFlow 21-22 Time Trial & Race @ Willow Springs 27 General Meeting, TBD	1 Board Meeting @ Luigi's 5 Best of France & Italy Car Show & Concours 17 General Meeting, 8pm White Turkey Sale & elections at ItalSpeed 25-26 Wine Tour	3 Competition Committee 9 Holiday Party at the Kutkus home 10 Board Meeting and planning for 2007 at the Kutkus home