

Meeting Information

General Meetings are usually held the last Friday or Saturday of each month at various locations. Check the Calendar information on the outside back cover for an overview of the year, and the Previews section on Page 4 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

AROSC Web Site:

www.arosc.org

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

Affionada is the monthly publication of the *Alfa Romeo Owners of Southern California*, a Chapter of the *Alfa Romeo Owners Club, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscription to this newsletter is included as part of the annual *AROSC* membership fee of \$70; non-members of *AROSC* may subscribe for \$22 per year.

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Classified Advertising

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

Commercial Advertising Rates (modified for new page size)

Full page	\$275 per year	Membership Information
1/2 page	\$150 per year	See the inside back cover of <i>Affionada</i> .
1/4 page	\$100 per year	
Business card	\$100 per year	

This Month's Cover

This is a sample of the great *Alfa* turnout at the Huntington Beach Concour d'Elegance. More coverage starts on page 12. Photo by Tom Suter.

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 as 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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2008 AROSC Previews -- An Outline of Coming Events

June 28-29 – Time Trial, Race, & Enduro at Button Willow

The Enduro is on! The entry forms and info are in the mail for this great weekend. There will be a barbecue at the track for Saturday Dinner, and more. Contact Phyllis Gaylard if you need a copy.

DON'T MISS:
**June 28-29 Buttonwillow Time Trial,
Race, & Enduro**
July 12 Braille Rallye
July 27 Summer Party & Meeting

July 12 – Braille Rallye, 8AM

This is a fun event to give vision-impaired students an outing which exercises their reading skills -- drivers must rely completely on the students! They especially enjoy convertibles and cars that sound neat. Drivers of all cars are needed to be sure that no student goes without a ride. Air conditioned sedans are also welcome! See pages 19-21.

July 27 – General Meeting & Summer Party at Phyllis', Huntington Beach, Noon

This annual party is now combined with the July Meeting -- don't miss it! We have a great time in the cool breeze near the ocean, and always have plenty to eat from the pot-luck lunch. See page 22 for details, and please call or E-mail your RSVP so we can plan a balanced menu.

August 14-17 – Monterey Historics Weekend

See President's Column for details, and page 8 for the sign-up form for the tickets, hotel reservations, etc. This is the only way to get coral passes.

August 23 – General Meeting at Agua Dulce Winery and lunch & speaker, 11 AM

August 30-31 – Drivers School, Streets of Willow

September 13-14 – TCRA/AROSC Time Trial & Race, Spring Mountain, Pahrump, NV

September 27 – General Meeting: Drive, Shine, Dine Event (rally/ concours/lunch)

October 11-12 – Time Trial and Race, Willow Springs

October 25 – General Meeting: Nethercutt Museum Tour 10 AM, plus meeting and party at Chez Silverman.

November 2 – Concours at Woodley Park, Best of France & Italy Car Show, Woodley Park

November 22 – General Meeting, Elections, and White Turkey Auction, Haldspeed

November 30 – Coffee Roaster Car Show, Calabasas

December 7 – Competition Board Meeting

December 13– Holiday Party @ Kutkus'

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

Responding to membership comments about changing our traditional Thanksgiving Weekend Wine Tour to a spring date, our resident wino's, uh wine tour organizers – the father-daughter team of Gene Brown (road and Slurpee connoisseur) and Margi Brown (party person and wine taster) rose to new heights. They arranged and promoted the most successful wine tour in my memory. From Palm Springs to the Bay Area, some 40+ Alfisti gathered at a delightful ocean-front resort in Cambria for a relaxing Friday evening of appetizers, good wine and great camaraderie. After Saturday breakfast, we left the 60 degree temperature of Cambria and headed up and over Route 46 to 85 degrees and some fine Paso Robles wineries. The sight of 20+ cars (mostly Alfas) strung out over ½ mile of undulating road was awesome. After our sumptuous picnic lunch, Ervie and I headed southwest over the Disneyland E Ride designed Route 41, mostly down hill, to the Harmony Vineyard. At first I didn't recognize the spider disappearing around the corners and over the drops and commented that they had obviously been to our driving school or learned to drive in Europe. Perfect line, straight but rare breaking and great use of the gear box to accelerate from corner to corner. When I eventually got to see more than a disappearing tail light, I discovered our resident French Alfisto and his relaxed bride –

Nick and Virginia Zart (probably imagining driving over the Massif to Grenoble. We really should do this more often.

The month of May ended on June 1st this year with another special day at the 23rd annual Huntington Beach Concours. In addition to being judged as part of the Concours event, this was an AROSC sanctioned Concorso. A cool and occasionally overcast ride down to the beach burned off by around 10AM and turned into another great SoCal day.

Our June track event will be held the weekend of June 28th -29th at Buttonwillow. In addition to our usual Time Trial, Race and Alfa Cup competition, this event will feature our Annual 2 hour Enduro. This day is also a terrific opportunity for a family outing. You don't have to compete just to come. This is a comfortable family facility with good visibility, unlimited access to the pits and garages – **AND WE NEED VOLUNTEERS TO HELP WITH THE ENDURO. NO PRIOR EXPERIENCE NECESSARY.** Get up close and personal as a Safety Marshall, member of a pit crew, checking cars in and out of the hot pits, etc. Thanks to Sheila Kuktus, the evening BBQ (and beer keg) is becoming legendary. Temperature at this time of the year is usually good and there is lots of shade, indoor plumbing and a large, air conditioned room in the control tower.

This is also an opportunity to expose the kids to a great wholesome experience.

My major event for July is also my favorite and most self-satisfying event of the year, the Braille Rally, July 12th. Sponsored by the Braille Institute, this rally 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, will discover in short order who is the real 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 lunch and awards ceremony. As of this writing they still need drivers. Contact Bruce West at nsandwest@social.rr.com. See the info and entry form in this issue.

Our July 27th General Meeting held in conjunction of our Annual Summer Party and Bocci Competition at the cool and comfortable Huntington Beach home of Phyllis Gaylard will be the official end of Auto-Overdose Month. I am assured again, that the 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.

Of course **THE BIG EVENT WEEKEND FOR AUGUST** is the weekend of August 14th -17th starting, for those early morning arrivals, with the Pebble Beach Concours d'Elegance parade through Carmel. The Concorso Italiano **TO BE HELD AT THE MARINA AIRPORT** on the 15th, the Quail Lodge Concours d'Elegance on the 15th, the Monterey Historic Races from the 15th through the 17th and the Concours d'Elegance at Pebble Beach on the 17th.

Rules and happenings:

1 – If you plan to go to the Monterey Histories and park in the Alfa corral, please order your tickets through ARA (see order form) and do not forget to include a Self Addressed Stamped Envelope. **I will not have corral passes this year. Reservation have to be received before June 28th to guarantee corral passes.**

2 – If you have not made reservations, you may still be able to get them at the Laurels Inn in Salinas through James Treadwell, Delta Sierra Club, (see order form).

3 – **Members of AROSC are planning on our fourth annual dinner Thursday the 14th at the Loose Noodle Pasta House at 538 Lighthouse Ave in Monterey at 8 PM.** Last year's guest was Swiss Driver and Shelby Cobra great Phil Henry – who will we have this year???? In addition to Phil, prior guests have included the team that set, with an Alfa, a new class land speed record at the Bonneville Salt Flats and International Champion Vic

Order Form for Monterey Histories Weekend

AUGUST 17-19, 2007: CONCORSO ITALIANO/HISTORIC RACES AT LAGUNA SECA RACEWAY

Please enter Concorso Italiano directly at www.concorso.com or call 425-742-0632, Fax 425-0764

The top half of this page for **ADVANCE COCKTAIL PARTY & RACE/CORRAL TICKETS** only. Your order must be received **NO LATER THAN THURSDAY JUNE 28th** in order to meet the track's deadline for advanced purchases.

Race and Alfa Corral Ticket Prices Aug. 17-19
 3 Days: Fri - Sun, \$125 per person:
 2 Days: Sat & Sun, \$95 per person:
 Saturday 8/18 only, \$65 per person:
 Sunday 8/19 only, \$45 per person:
 Friday 8/17 only, \$45 per person

Alfa Corral Pass (Sat and Sun only), \$1.00 per car/day
 No. Sat: _____ No. Sun: _____ Amount (US \$) _____
 ARA Invitational Cocktail Party Friday Aug. 17
 Friday, 5:00 PM after Concorso Italiano, two drinks + hot appetizers and carving station. Black Horse Clubhouse, \$35 per person
 No. _____ Amount (US \$) _____

HANDLING FEE PER REGISTRATION FORM REQUIRED:
 _____ \$5.00
 Total ARA Amount (including handling fee please) \$ _____

Name, phone # & email address: _____

Send the top part of this form with check made out to ARA by Thursday June 28, 2007 to John Macleay, 426 Blackstone Court, Walnut Creek, CA 94598-3717. **YOU MUST INCLUDE a Business Sted #10, Stamped Self-Addressed Envelope for return of tickets etc. Do NOT send small SASE envelopes. No check or no envelope, no tickets!**
 Any questions, e-mail is preferred at johnmacleay@aol.com or fax at 925-934-4762.
 If in dire need, call John Macleay at 925-937-2999, call 925-997-3637.

Wine Tasting at West and Magee, Clark & Saturday Aug 18.
 Saturday, August 18, 3:00 to 6:00 PM. Complimentary. RSVP's are essentially unnecessary but you may call 831-422-6728 before 8:00 PM or 831-757-2644 during work hours, or e-mail wintark@aol.com for directions. West will be at Concorso on Friday and will bring maps to the Laurel Inn.

HOTEL ROOM AT LAUREL INN, SALINAS AND COMBINED ALFA CLUB DINNER AT GINO'S SAT 8/18/07
 Delta Sierra has reserved 45 rooms at the Laurel Inn at 801 W. Laurel Drive in Salinas to be shared by ARA and DSARC. Please do not contact the hotel directly. Instead, reserve your room by mailing a photocopy of this part of page with the room and dinner info below completed along with your check made out to "Delta Sierra Alfa Romeo Club."
 Address it to DSARC, Attn: James Trendwell, 4713 Lake Drive, Carmichael, CA 95608.

Prices below include tax, etc. First come, first served.

Single (1 K) Smoking 1 Y 1 N	Double (2 Q beds) Smoking 1 Y 1 N
1 1 2 nights (8/17 & 8/18) \$214.40	1 1 2 nights (8/17 & 8/18) \$247.40
1 1 3 nights (8/16 to 8/18) \$321.60	1 1 3 nights (8/16 to 8/18) \$371.10

AUGUST 18, SATURDAY NIGHT DINNER, 7:30PM, GINO'S, 1410 S. MAIN STREET, SALINAS
 Italian buffet style menu for our clubs includes: Traditional Meat & Cheese Lasagna, Blackened Chicken Rotini, Vegetable Saute, tossed green salad, garlic bread, choice of desserts, and wine. No need to pre-select your dinner choice. Cost is \$40 per person. If attending, please add the dinner amount to your room reservation check.

Number eating at Gino's, _____ X \$40 Each = Dinner Amount \$ _____
 NAME _____ TOTAL ROOM AND DINNER AMOUNT (ONLY ENCLOSED) \$ _____
 MAIL ADDRESS _____ EMAIL ADDRESS _____
 PHONE _____

Elford. Rumors have it that Brian Redman may be in the area. Please RSVP to Evelyn Silverman at holmaney@msn.com so she can get a count. We are limited to 60 people and every year has been a complete sell out. For \$25 you receive Soup, Salad, a Choice of any 1 of 6 (count them 6) entrees, desert and soft drinks. Old grape juice and fermented hops will be available for a nominal charge.

5 - Normally we 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; however, because of the change of venue we are re-organizing "Happy Hour". Stay tuned!

Working hard to keep our reputation as a socially involved club with car problems, we've scheduled our August 23rd General Meeting to be held between the tasting room at Agua Dulce Winery and Vincenzo's Pizza in Agua Dulce. Our planned visit to the Agua Dulce Airport to view the fly-in of vintage planes is dropped as that weekend they are closed.

Take a deep breath, the month is not yet over. August 30th and 31st will be our semi annual High Performance Driving School at the Streets of Willow. More in the next issue but make a big fat note. If you have not taken this training or you have a son or daughter of driving age ask yourself if a life is worth \$250, 75% or more of the 40-50,000 automotive related deaths are people under the age of 21. An overwhelming majority of these accidents are preventable, but they do not teach adequate driving skills in any public schools and in very few private driving schools.

Keep the wheel side down.
 Norman Silverman (Rex, I)

Ventura Motor Sports Gathering - July 20

The Ventura Sports and Race Car Club is presenting the first annual Ventura Motor Sports Gathering in downtown Ventura's Mission Park on July 20th. There is still room for auto applicants, vendor's, advertisers and sponsor. This would also be a great Summer Sunday outing for your club and there is club corral parking available. This will be a memorable event and we hope that you and your membership are able to attend. Please visit our website for further details and entry forms. www.venturamotorsportsgathering.com

Tech Article: Adjusting Air-Fuel Mixture in Carbs

My son, Owen, gave me an outstanding Christmas present a couple years ago: an Innovate wideband O₂ sensor system with data logging capability. That was about the time I took the '65 Spider to an MR-2 dyno day at Church Automotive. Got some modest bragging rights for horsepower, as it put down more power than a stock 1600 Miata, but the real eye opener was the air/fuel ratio curve. The term snake's back didn't do it justice. It was too lean all the way up to 3000 rpm where the A/F peaked at 17/1, then gradually declined to 12/1 before rising to 14/1 at 6500 rpm. Owen assumed I would put the wideband on the MR-2, but how could I resist a chance to play with the Weber DCOEs on the Spider?

I'm pleased to report that the situation is MUCH improved today, however getting there was a struggle. Reading the books helped, but there is nothing like hands on experience and a wideband to give feedback on each change.

First, the hardware: The Innovate LM-1 unit operates the Bosch O₂ sensor and provides the data logging capability. The optional RPM converter feeds RPM data and up to five 0-5 volt signals into the LM-1. After a data run you simply unplug the LM-1, take it in the house, and upload the data to a PC for analysis. The first run was a success in the sense that data was recorded and uploaded to the PC. Unfortunately,

data and useable data are two different things. Carbs work on airflow, not rpm, so it was difficult to make much sense of the data. The A/F ratio ranged from 10/1 to 20/1 over most of the rpm range. Limiting the view to where the engine was accelerating helped, but the picture was still far from clear.

My solution was to hook up a Chevy manifold absolute pressure (MAP) sensor to determine engine load. That sensor is \$25 new. Unfortunately, modern sensors work on 5 V power and vintage Alfas don't have 5 V power. So I opted for a cheap 3 V power supply, namely two flashlight batteries. Then, there was the non-problem of a widely fluctuating vacuum signal. Apparently, the Chevy sensor is slow enough to smooth out the pulsation. By the way, Weber makes a throttle position sensor for DCOE carbs that serves much the same purpose, but the cost is far higher.

Log 3 proved up the MAP concept which made it possible to estimate actual airflow (i.e. hp) from RPM and MAP data. Learned a few things that are obvious in hindsight. Every now and then the rpm data would hiccup. And more frequently, the engine would misfire and give an erratic A/F reading. Real world data is confusing and it is necessary to weed out as much junk as possible to get a clear picture of what is going on.

Pulled the carbs off the car, checked the throttle shafts and installed 32 mm

chokes for Log 4. One of my solder joints came loose, so there was no MAP data and the run was effectively a bust.

Then, I learned a new trick off the Internet. I knew the car would idle with the emulsion tube stacks removed, but had never attempted to drive it in that condition. It is a great exercise for learning firsthand just how much driving is actually done on the idle/progression circuit. All this computer data is great, but at some point you have to figure out what to change. Changing main jets to fix an idle/progression problem is an exercise in frustration. Been there, done that. Decided to make data logging runs with various idle jets: 55F8s, 50F8s and 50F11s (55F11s are stock). The car ran best with the richer 55F8s because they minimized the lean transition from the idle/progression circuit to the main circuit. In all other respects the leaner 50F11 jets were superior, but I stuck with the 55F8s for the time being.

Owen drove the car for Log 7. The snake's back was still there, but much more subdued. Under power the car ran ~14/1 up to 5000 rpm, which gradually decreased to ~12.5/1 at 6000 rpm and then rose to ~13.5/1 at 8000 rpm. The tach in the Spider is accurate, but apparently it is a little slow. Owen swears he kept it under 7000 rpm, but the data log tells all! Thought maybe the wideband could help set the idle richness screws. Log 8 gathered baseline idle data and idle data with each idle richness screw tuned in ¼ turn and out ¼ turn. Then analyzed the data to see what

adjustment generated the best rpm and the fewest misfires. Ended up setting cylinder #4 ¼ turn leaner which yielded a richer A/F ratio! Once again, hindsight is 20/20. That cylinder was misfiring on rich side which left unburned O₂ in the exhaust gas and fooled the O₂ sensor into reporting a lean A/F ratio.

Did another data logging run and noted that on acceleration it would go rich and then lean before settling out. I ended up with 10 mm pump rods and somewhat tired weak pump springs which weren't quite as stiff as new weak pump springs. Pump and return jetting remained stock. By the way, Weber sells 3 different springs. The medium springs are twice as stiff as the weak springs, so expect to change jetting if you change springs.

Decided to try some F-34 emulsion tubes just because I had them. Alfa used them in Europe, so who knows, maybe they would work better. They eliminated the rich dip around 5000 rpm. Since the F-34 tubes have lots of holes, I tried plugging the top two holes to bring the main circuit on a little sooner. That worked like a charm and completely eliminated the dreaded lean spot between the idle/progression and the main circuits. With that modification the richer 55F8s idles that made the car run so much better in the past were history.

As a charter member of the "Can't I Leave Well Enough Alone" club, I don't think this project will ever be done. That is the curse of having so much detailed data.

Mike R

Huntington Beach Concours --

AROSC's 2nd Concours as well, on June 1

Photos by Tom Suter and M J Kukkus

We had over 20 Alfas in attendance, more than any other marque except for the featured Corvettes and Ferraris. We also snagged some nice trophies, and a few buckets of Mother's Car Care products for the class winners, as well.

H B Concours d'Elegance Results:

PLACE ENTRANT CAR

- 3B Alfa Romeo - Open 1950-1966 Giulietta, Giulia, Early 1900, 2000, 2600 - Concours
- 1 Richard & Alison Lucidi 1958 Alfa Romeo Giulietta Spyder
 - 2 Ron Hostler 1961 Alfa Romeo Series 102, 2000 Spyder

- 3B Alfa Romeo - Open 1950-1966 Giulietta, Giulia, Early 1900, 2000, 2600 - Street
- 1 Larry Capalbo 1965 Alfa Romeo Spider 1600
 - 2 Norman & Evelyn Silverman 1965 Alfa Romeo Spider Veloce

- 3C Alfa Romeo Open: 1966 to Present Duetto & Later - Concours
- 1 Jan Cline 1993 Alfa Romeo Spider Veloce

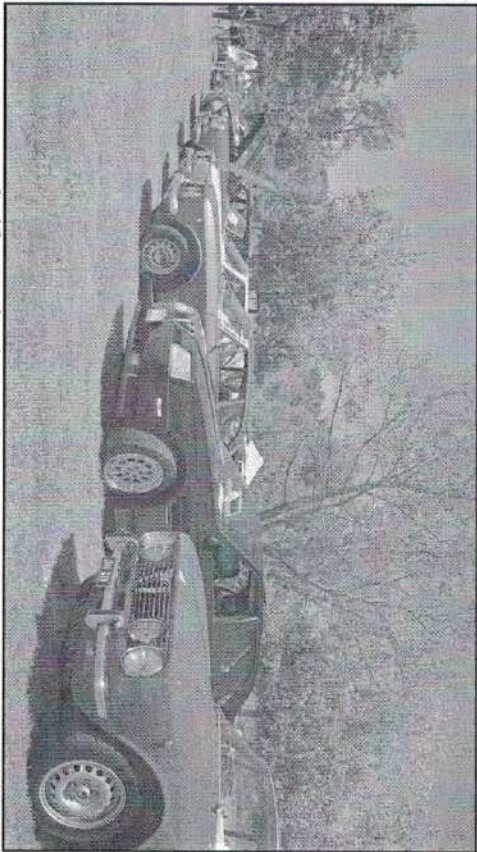
- 3C Alfa Romeo Open: 1966 to Present Duetto & Later - Street
- 1 Carrie Adrian 1993 Alfa Romeo Spider Veloce Series
 - 2 Randy Bent 1967 Alfa Romeo Duetto
 - 3 Jim & Elyse Barrett 1973 Alfa Romeo Spider

- 3D Alfa Romeo - Closed: 1950 to 1975 Giulietta to 2000 GTV - Concours
- 1 Fred Firschein 1973 Alfa Romeo GTV
 - 2 Jay A. Mackro 1966 Alfa Romeo Giulia Sprint GT

- 3D Alfa Romeo - Closed: 1950 to 1975 Giulietta to 2000 GTV - Street
- 1 Julius Machel 1974 Alfa Romeo GTV2000
 - 2 Bob & Brandon Melhenitis 1973 Alfa Romeo GTV
 - 3 Gene Brown 1972 Alfa Romeo Montreal

- 3E Alfa Romeo - Closed: 1976 To Present Alfetta & Later - Street
- 1 Bill Bergman 1983 Alfa Romeo GTV 6
 - 2 Phyllis Gayland 1995 Alfa Romeo 164 Quadrifoglio
 - 3 Nick Zart 1989 Alfa Romeo Milano

- 3F Alfa Romeo Competition Cars All Models - Concours
- 1 Armin Wittenberg 1956 Alfa Romeo Sprint Lightweight



A great group of Alfas on display making a nice statement to the public.

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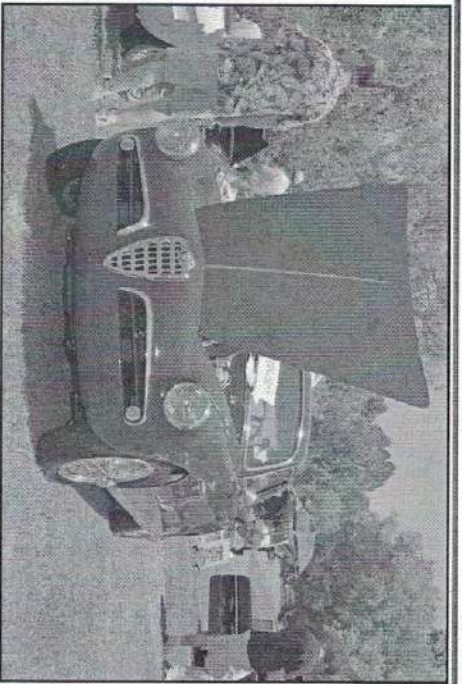
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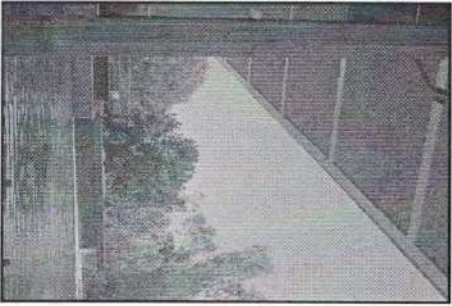
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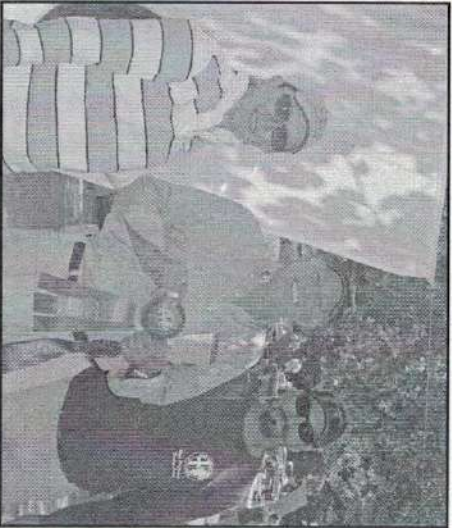
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Armin Wittenberg's 1956 Giulietta Sprint Lightweight - Best in Show!



HB Library scene.



Armin Wittenberg & his ribbons.



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Norm & Evie Silverman's Spider and Gene Brown's Montreal.



Vic Galich's Montreal parked on the hill with friends, wasn't judged.

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As with any club event, lunch was a feature.

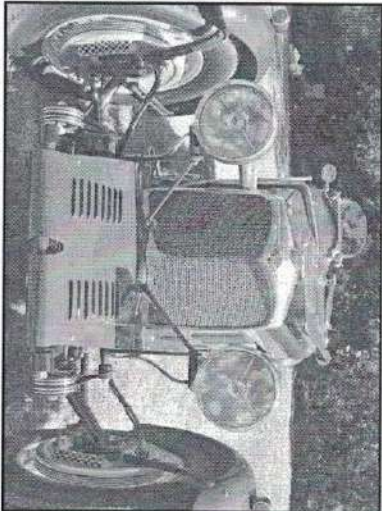
Mother's Car Wax Sponser's tent and PT Cruiser -- they donate a LOT of product to this event.



The infamous purple Rolls Royce with huge dune-buggy tires, including a pair mounted on the trunk!



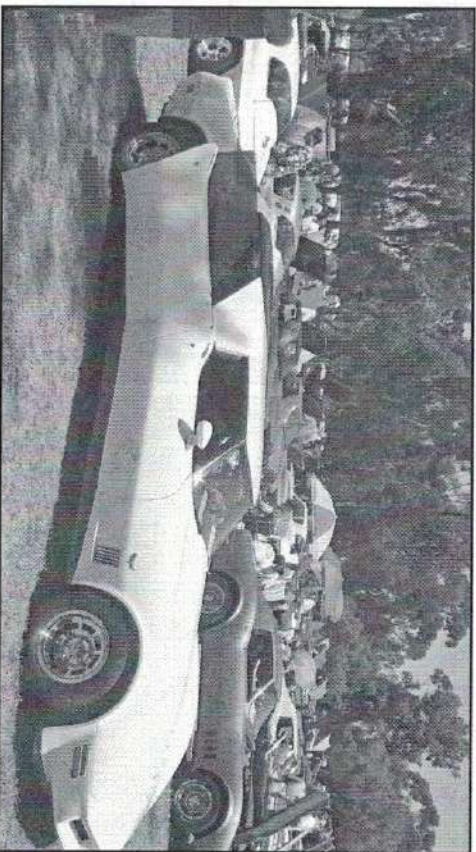
A 1951 Crosley "Hot Shot", with a 725cc engine as used in most H Modified racers.



A fine 1933 Riley Ulster TT.



A beautiful 1934 Packard V12 Phaeton.



A Corvette stretch limo -- a sporty ride to the prom?

Palo Alto Concours June 22

On Sunday, June 22, the 42nd annual Palo Alto Concours will be held on the Stanford U. campus. This year, Alfa Romeo has been selected as the Featured European Marque.

Back in 2002, Alfa was also featured at Palo Alto, and its presence was highlighted by seven pre-war cars and a total of 53 top-notch Alfa entries, including several from southern California. Pat Braden was an honorary judge. Aside from invitation-only events like Pebble Beach and The Quail, Palo Alto's Concours ranks at or near the top. It annually attracts about 320 exhibited cars and 10,000 spectators.

The Alfa Romeo Assn. (ARA) is working with the Concours organizing committee to recruit an outstanding field of Alfas, organized into five classes, including pre-war and race car classes. Cars may be judged or shown for "display only".

We don't pretend to have a lock on pristine Alfa examples in our Bay Area community. I know that there are many Concours-worthy cars in your southern Calif. chapter. We heartily encourage the owners of such cars to consider bringing their cars to Palo Alto for this event. Exhibitor fees are \$50/car which includes event entry for two persons. Yeah, it's a long "hike" up here and back, but it's a lovely drive and a caravan approach would make a nice tour out of it. There's also a day-before car tour and exhibitor dinner.

Interested owners can get more info from the Concours website at www.palconcours.com. Click on "Registration Forms", then "For Autos". Come up and help show why Alfa is worthy of being featured, and support its re-entry to the U.S. market.

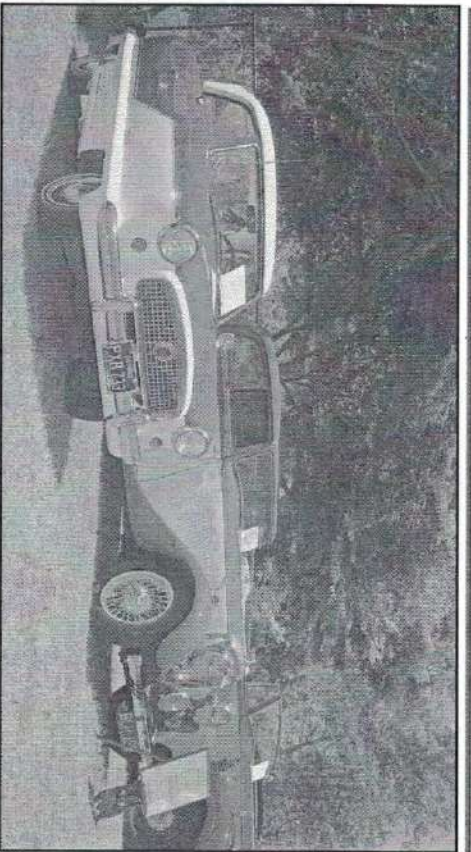
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The ridiculous and the sublime: a 1958 Nash Metropolitan and a 1934 Bentley Sports Saloon.



The former Ricambi Fiat-Abarth 850 TC, now James Oddie's.



An Isetta, designed by Iso, built by BMW and others in the late '50s.



My nomination for the Concours d'Ignorance -- ugly cars! This is a Lamborghini 400 GT -- hope it runs great.



Wine Tour to Paso Robles --Springtime!

As noted in the President's column, moving our wine tour to May from Thanksgiving weekend brought out a record number of participants, despite the rising gas prices, and the hot weather: 103 in Paso Robles. Unfortunately, since there was a wine festival in Paso Robles that Saturday, we couldn't book a hotel for our group in the town, and were forced to spend the nights in Cambria, across from the ocean, where it was nice and cool, and the in-room heater was a welcome touch. Thanks, Margi & Gene!

Photos by Gene Brown, Paul Dexters, and M.J. Kutkus.



April prices look good!

Friday evening welcome party in full swing.



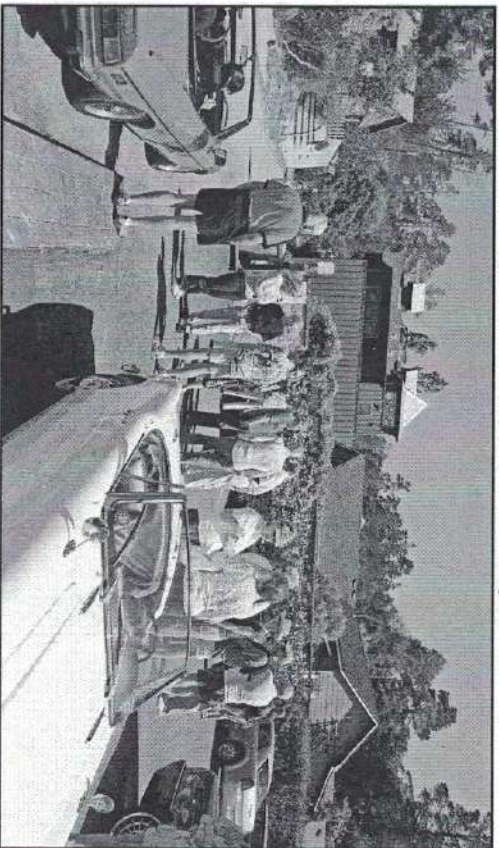
Margi Brown explains the tour schedule.



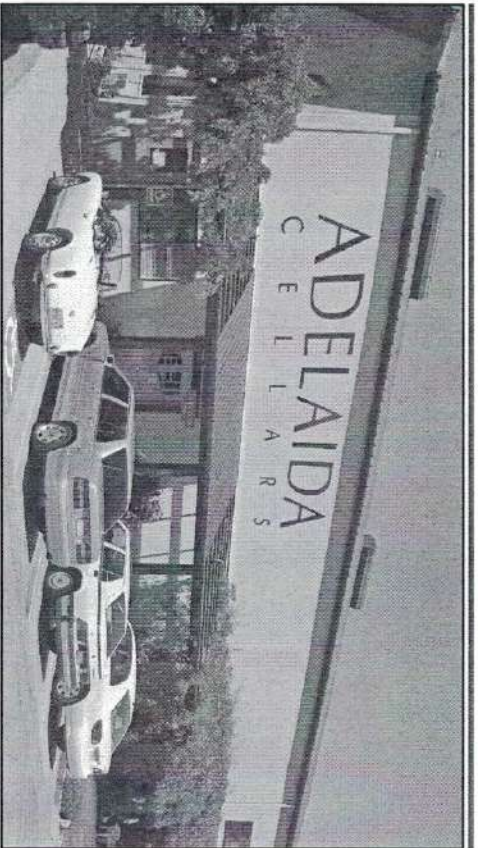
A very good breakfast was enjoyed upstairs at Lynn's in Cambria.



Margi Brown and friend at breakfast.



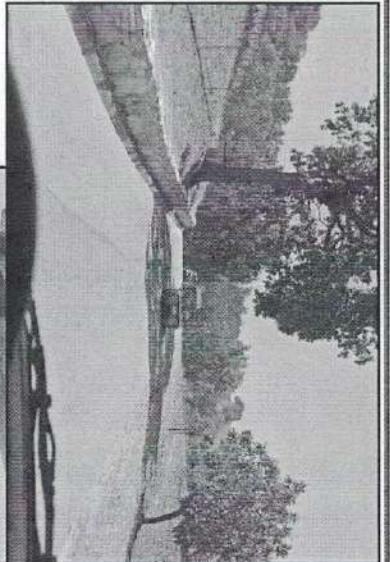
Ready to hit the road after breakfast.



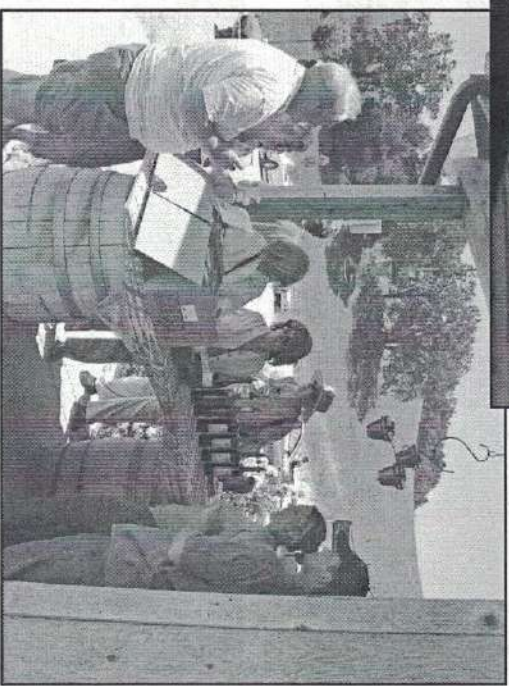
First stop at Adelaida Cellars.



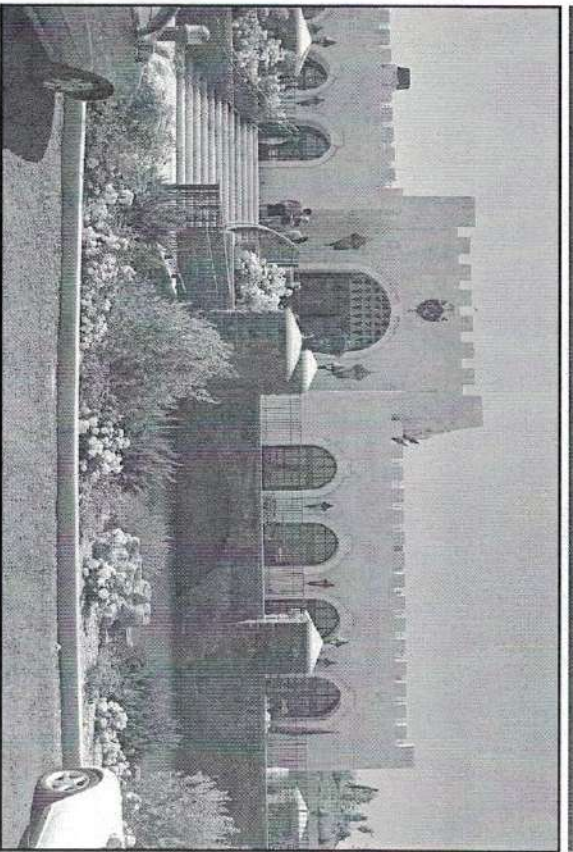
Tasting in the Adelaida barrel room.



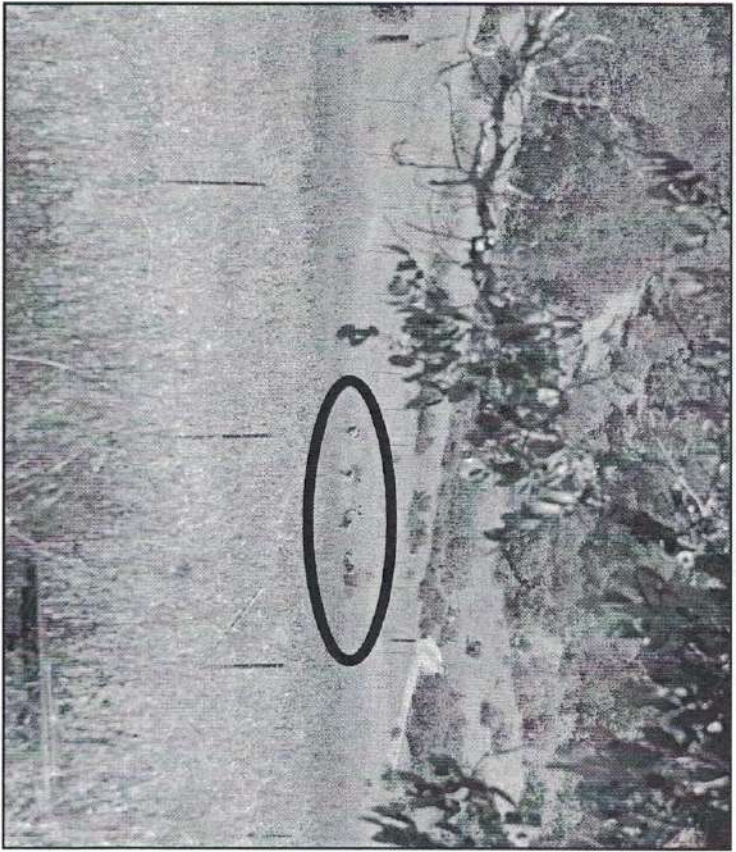
On the road -- great scenery along the way.



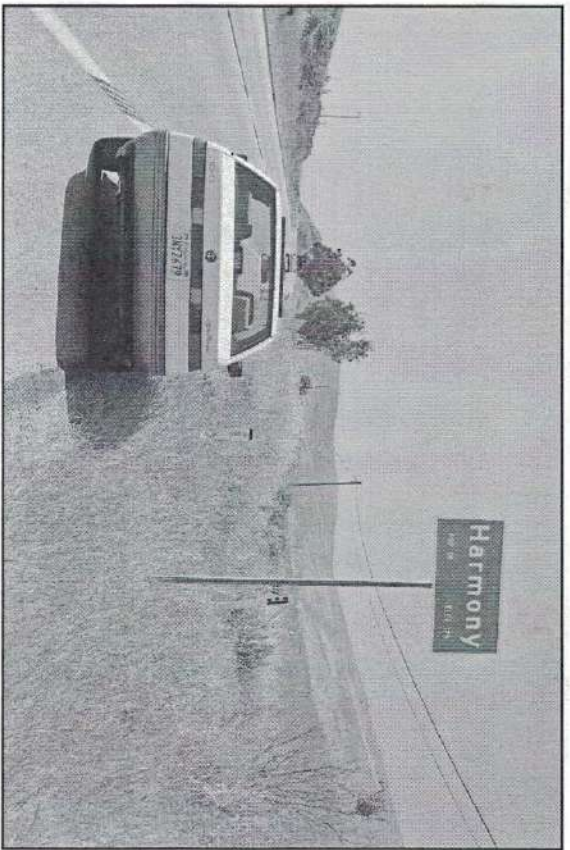
Tasting at Whalebone -- they actually found one on the site!



The Castle Winery imposing structure, less imposing wines.



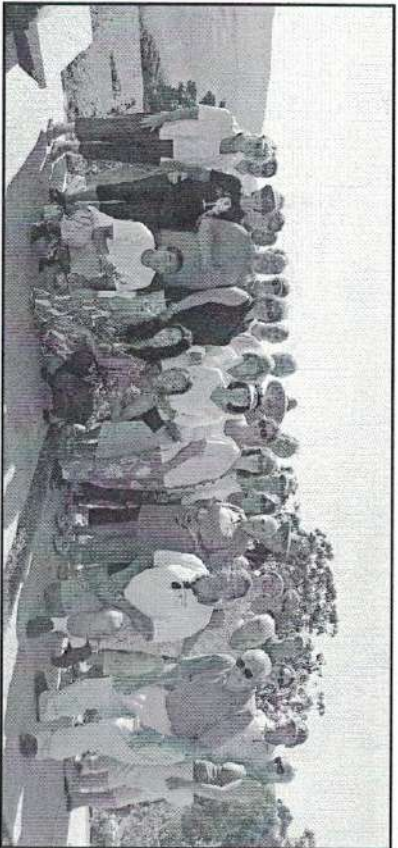
Mule deer in the field near York Mountain Winery while we picniced.



Paul Dexter's large car by sign for a small town, population 181



Tasting at Harmony.



Happy tasters at the end of a tasty day.



A deer was seen crossing at the light near downtown Cambria.



Moonstone Cove -- a beautiful ocean view across the road from our hotel.



Waiting for dinner at Mustache Pete's in Cambria -- Gene Brown got a chance to sit down and relax.



Still waiting for dinner, the chats continue at Mustache Pete's.

Mille Miglia 2008: Alfa Was 1st & 2nd! Damp but undaunted, the winners return

The 81st Mille Miglia drew to a close on 17th May – the first running of the event under its new management. The major change was the emphasis on genuine Mille Miglia-type cars of all shapes and sizes (not just Gullwings and Ferraris), ensuring an even more outstanding array of metal than usual.

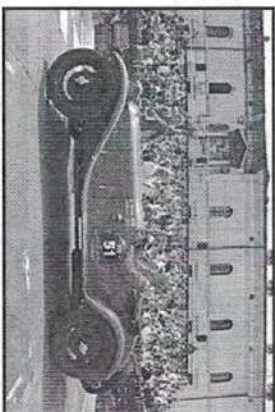
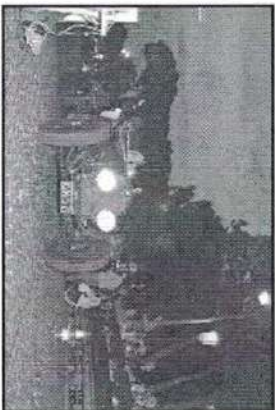
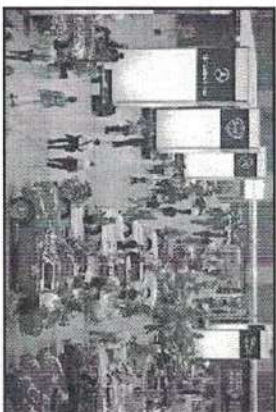
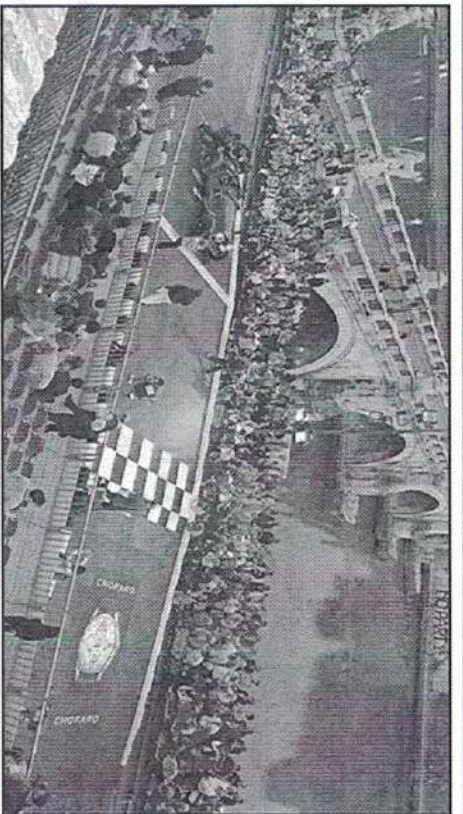
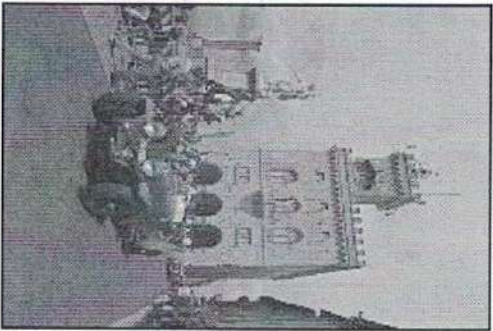
The 2008 run accepted 375 of the 1000-plus applications for entry and, despite the wet weather which plagued much of the Brescia-Rome-Brescia journey of endurance, the sheer variety of cars contributed to an immensely successful year. The organisers tell us that 800 people worked on the event, 8620 meals were served, and 147 resorts were crossed – in a total of 31 and a half hours of driving.

Outright winner of the 2008 Mille Miglia was Luciano Viaro, from Trieste, accompanied by his son and co-driver Antonio Viaro, at the wheel of a 1928 Alfa Romeo 1500 Super Sport from the Alfa Romeo Museum of Arese. Antonio Viaro also received the prestigious UBI Banca di Brescia trophy, given by the title sponsor. The Viaro/Viaro team achieved 29,057 points, with just 210 penalty points. In second place overall, with 27,874 points and 261

penalty points, was another Alfa Romeo: the 1930 6C 1750 Gran Sport of the Argentine duo, Fernand Sanchez Zinny and Juan Bartolomé. Third was the Italian team of Giannaria Aghem and Rossella Conti, driving a 1938 BMW 328.

But this is truly an event that is less about winning, and more about the sheer privilege of taking part. We bring you a gallery of images which aims to capture some of that unique atmosphere...

*Text: Charis Whitcombe
Photos: Mille Miglia*



April Time Trial & Race at Buttonwillow

Last month we didn't have the results of the Alfa Club entrants for the time trial and race so we present them here this month:

AROSC Time Trial -- Buttonwillow (CCW) April 20, 2008

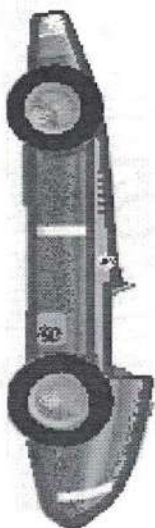
Pos	No.	Driver	Car	Best Time
Class B				
1	75	Zambri, Zamani (1)	Milano	2:25.986
2	70	Ashton, Marc	Jr, Z	2:28.382
3	14	Franklin, Louis	Milano	2:33.129
4	183	Hendricks, Grant	Milano	2:36.761
Class C				
1	33	Zimmerman, Geoff (1)	GTV	2:43.772
Class D				
1	4	Gonyea, Chris (1)	Milano	2:26.839
2	54	Herting, David	Alfetta	2:53.221
Class E				
1	25	Blankenship, Paul (1)	Alfetta GT	2:57.902
Class L				
1	?	Johnson, Steve (1)	Z06	2:22.80
Class M				
1	11	Tsugawa, Roy (1, 2)	Corvette	2:15.399
2	22	Hesacker, Greg	GT3	2:16.160
3	131	DeAnda, Cesar	Mustang	2:36.832
Class N				
1	171	Richardson, Steve (1)	Porsche 996	2:27.597
2	160	Watson, Terry	Mustang	2:30.224
Class P				
1	21	Deacon, Jeff (1)	S2000	2:32.533
2	93	Kulkus, MJ	SLK	2:36.409
Class Q				
1	19	Petreas, Andrew (1)	X1/9	2:45.704

(1) New Track Record
(2) Top Time of Day

Combined Race -- Buttonwillow (CCW)

April 20, 2008

Pos	In	Cl	Cl	Driver	Car	No	Best Lap
1	1	L	L	Ferris, Jim	Monte Carlo	8	2:14.262
2	1	O	O	Cervetto, Frank	GTI	41	2:17.533
3	1	N	N	Valsecchi, Emilio	Golf	805	2:18.83
4	2	O	O	McNall, Todd	Datsun	88	2:20.598
5	1	B	B	Thyssen, Jes	Milano	8	2:24.723
6	2	N	N	Wagner, Don	Mustang	60	2:31.478
7	1	P	P	Major, Terry	MR2	10	2:30.929



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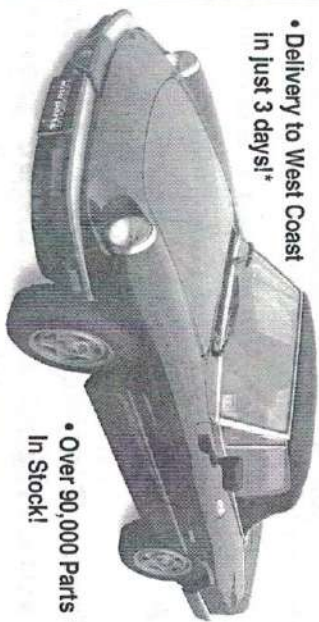
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