

In This Issue: Drivers School, Autobooks meeting, upcoming events, and more.....

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Month	Event
March	2 Concors @ Pepperdine U 5 Board Meeting @ Luigi's 22-23 Time Trial @ Willow Springs 29 General Meeting / Cars & Coffee @ Premier Auto Group + Tour at Gerhard Schmuers' Collection
April	2 Board Meeting @ Luigi's 12-13 Spring Driving Tour to La Quinta 26 General Meeting & picnic @ Petersen Museum
May	7 Board Meeting @ Luigi's 17 Spring WineTour -- Paso Robles 31 May General Meeting @ TBD
June	1 HB Concors 4 Board Meeting @ Luigi's TBD June General Meeting, Hot Rod Shops TBD 28-29 Time Trial, Race, Enduro @ Buttonwillow

Our 2008 Calendar Revised



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

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

1A



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

Affacionada 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 (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 See the inside back cover of <i>Affacionada</i> .
1/2 page	\$150 per year	
1/4 page	\$100 per year	
Business card	\$100 per year	

This Month's Cover

Tom Suter took this photo of the Autobooks banner flanked by two Alfias -- a good advertisement for our February meeting.

Disclaimer (a.k.a. Lawyer Repellent)

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wine.tour@arosc.org

2008 AROSC Previews --

An Outline of Coming Events

March 22-23 – TCRA/AROSC Time Trial & Race, Willow Springs

In order to have more time trial and race events, we have joined forces with TCRA to run at their events and have them run at ours. We will be awarding year-end points for all events, TCRA and AROSC. This gives us 6 events plus 2 drivers schools.

March 29 – General Meeting & Tour: Cars & Coffee @ Premier Auto Group, Irvine + Tour of Gerhard Schnurer's Collection, HB

This is Alfa Day at PAG, which starts at 7 AM, after which we will drive to Huntington Beach to tour the Gerhard Schnurer Collection, followed by lunch in a restaurant in Huntington Beach. See pages 20-21 for details.

DON'T MISS:

*March 29 Meeting at Cars & Coffee,
Schnurer Collection - 7AM*

April 12-13 Spring Driving Tour

April 26 Petersen Museum Meeting

April 12-13 Spring Driving Tour to La Quinta

SAVE THE DATE!! The tour is in work, but it is too early to tell you the details, so look for them in the next issue! Some info on page 22. Or contact Jim & Elyse Barrett, tour organizers, at the E-mail/phone listed on page 3.

April 19-20 – TCRA/AROSC Time Trial at Burton Willow

April 26 – General Meeting, Petersen Museum & Picnic Lunch, 10:30 AM

We will again tour the great Petersen Museum and see the latest exhibits. Lunch will be a tailgate party in the parking garage. See page 23.

May 17 – Wine Tour Central Coast -

Plans are being finalized for this annual trip to the grape. A Motel in Cambria has been selected as relatively reasonable, and closish to the Paso Robles wineries we will visit. See pages 18-19 for details.

May 31 – May General Meeting, TBD (Note date change)

Since the Time Trial originally scheduled for this weekend has been moved to late June, the May meeting is now rescheduled in May! We are working on the details, so watch this space in future newsletters.

June 1 – Concours at Huntington Beach, Central Park, 8:00AM

We will again join the HB Concourse with club judging within the organized event. See page 25 for all the details of this great 2-day gala.

June 28 – General Meeting at Hot Rod Shops TBD

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

July 12 – Braille Rallye

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

August 14-17 – Monterey Histories Weekend, see page 24

August 23 – General Meeting at San Antonio Winery with speaker, 11 AM

August 30-31 – Drivers School, Streets of Willow

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

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

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

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

Our General Meeting this past month was graciously hosted by Autobooks in Burbank. The weather the weather was supposed to be cold and rainy but, as usual after the appropriate sacrifices the Alfa deities prevailed—**Sunny and Mild** until we left and the turnout was great. Our hosts, the inimitable Tina Van Curen and husband Chuck Forward provided not only a wonderful spread of fresh baked pastries from Porto's, but an extraordinary display of Alfa literature. We were pleasantly surprised by the appearance of around 30 Alfa's, Cheryl Braden - wife of the late great Alfa author Pat Braden, and a number of new members.

The bar for General Meetings continues to be raised and this month's upcoming **General Meeting (March 29th)** has the potential to be the largest showing of Alfa Romeos outside of the Concorso Italiano (which is the largest gathering of Alfa's in the USA). "Cars & Coffee" at the Ford/Mazda design center in Irvine has become the definitive location for cars of every exotic Marque to be seen and heard. Typically 300+ vehicles and their drivers and passengers gather at 7AM, have coffee, pastries (or breakfast available in the Ford coffee shop), ooh, aah, take pictures, swap stories, bench race and mysteriously depart around 9 – 10 AM. Alfa Romeo is the feature Marque and will have a

designated parking area at the Premier Auto Group Center. Last year we had over 60 Alfa's and this year WE WOULD LIKE TO SEE 100. (see inside for specifics).

After PGA we have been invited to take the short drive over to Huntington Beach to visit the Gerhard Schnurer Collection of German Automobiles including some rarely seen from WW2. (see inside). We will gather for a local lunch following this visit. For those coming down the night of the 28th, there are extremely reasonable overnight rates at the Key Inn off the I-5 in Tustin, Laguna Hills Lodge in Laguna Hills, Fairfield Inn off the I-5 off Oso Pkwy in Mission Viejo, et al. Please let Evie and I know if you're going to come down on the 28th and we can all try to get together for din-din.

Once again a perfect day at Peppertine U. for our first Concorso of the year. Thanks to the organizational skills of Doug Adler and Stephanie Stacey we had no difficulty accommodating 40 Alfa's (around 20 for judging—including race prepped car), a nice contingent of some very special Lancia's, and a wonderful assortment of visitors. As usual, being an eating and drinking club with car problems, the picnic lunches were also judged and ultimately demolished. After lunch the hardy took to the roads. After a

relatively relaxed canyon run over Malibu Canyon back toward the valley, we took a sharp left on to the infamous north leg of Mulholland Hwy. It was Alfa be nimble, Alfa be quick, Alfa avoid the fallen rocks and the occasional edge. After a take-no-breath jaunt it was a right turn down Cornell Road to World Class Motoring on Cheseboro Rd. at exit #9 of the 101. Our host provided refreshments, a couple of simulators and a host of exotic and esoteric auto products. This is not Kragen.

The next Concorso will be held during our participation at the 23rd annual Huntington Beach Concours d'Elegance on Sunday June 1st. As last year, this is not just a car show, but a great family event, including an ongoing Parrot Show for the kids on the beautiful rolling, tree covered grounds of the famous (rated 2nd in the USA) Huntington Beach Library (see inside).

On March 22nd – 23rd we have a Time Trial and Race weekend at the big track at Willow Springs that is being held in conjunction with the Touring Car Club. Information and applications are available on our web site www.arosc.org. It's about 70 miles from the valley and, if you're not competing, a great place to spend a day with the family. The pits are open every one is friendly, and occasionally you may be able to passenger for a few laps.

As we continue to plunge into our busy year, please make sure you update your calendar. The spring driving tour is April 12th and 13th and we will be overnighing in La Quinta. The secret, and the fun, is how we will get there.

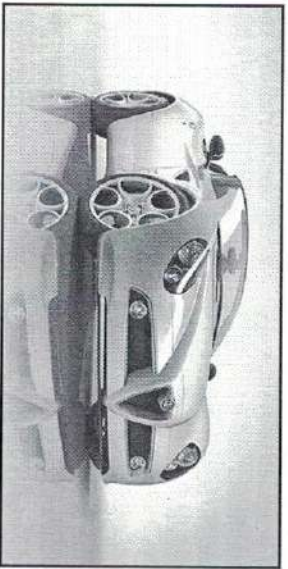
Keep the Wheel Side Down,
Rex I and Regina I

News Bulletin from AROC

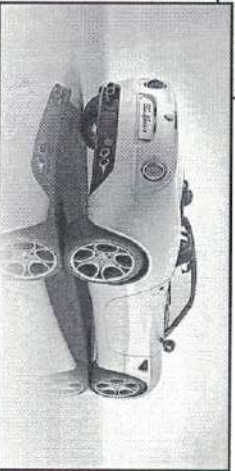
There will be an election for directors to the AROC national Board. The Ballots will be inserted in the March issue of the Alfa Owner. Ballots need to be post marked by April 30, 2008. A second ballot will be mailed to those Gold Family or Verde Family Members so that both primary and secondary members may vote.

Alfa 8C Spider to Star at Geneva

The 78th Geneva Motor Show is now little more than a week away, and news of promised unveilings is coming thick and fast. Few of the new models, however, are likely to gain more attention than the Alfa 8C Spider, the convertible version of the exquisite 8C Competizione supercar.



The 500 limited-edition examples of the existing 8C Competizione coupé were long ago snapped up by eager buyers, unperturbed at the £111,000 price tag for what is not, after all, a Ferrari – nor even a Maserati – but ‘merely’ an Alfa Romeo: a volume marque. Yet, curiously, that badging somehow gives the 8C *more* kudos. It suggests that buyers are not brash types out to impress, but genuine cognoscenti, individuals who appreciate the finer points of this exceptional, rare and unutterably beautiful slice of Italian heritage. Certainly, if you now want to own one, the 8C coupé will cost you considerably more than £111,000.



The new Spider version is powered by the same 4.7-litre V8 as the coupé, generating a substantial 450bhp, transmitted via a 6-speed F1-style paddleshift gearbox to the rear wheels. Inside the carbonfibre cockpit, the occupants are protected from sun, wind and noise by a roof made from two layers of fabric, which can be personalised in a range of colours to suit the body colour of the car. When the time comes for open-topped motoring, the roof is operated via a dashboard-mounted button.

The 8C Spider will also be limited to just 500 units and, as with its coupé stablemate, the convertible supercar is likely to sell out within a few short weeks.

Text: Charis Whitcombe

Photos: Alfa Romeo

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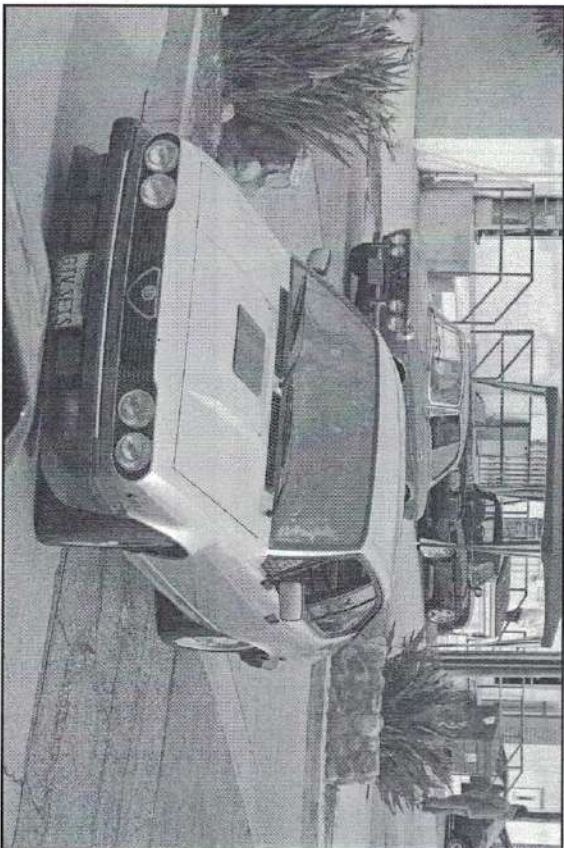
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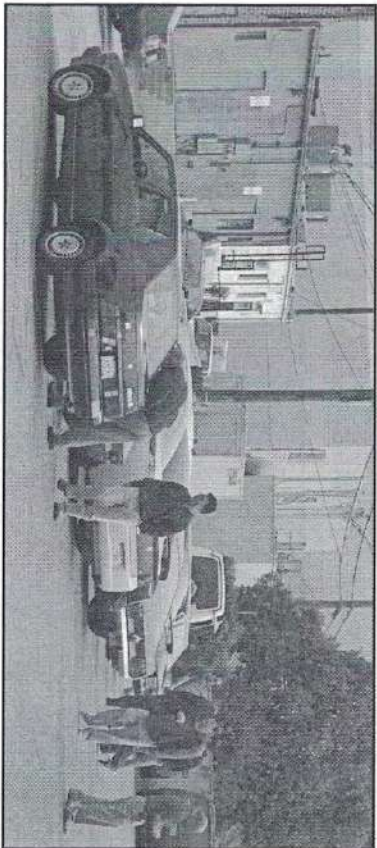
February Meeting: Autobooks

Photos by Tom Suter & MJ Kulkus

Many thanks to our hostess, Tina Van Curen, for an enjoyable browse at the book emporium for gear heads, i.e., us! We enjoyed the coffee and pastry starters, and finished up at the source, Porto's Bakery and restaurant for sandwiches and perhaps more pastry, or some to take home for later.



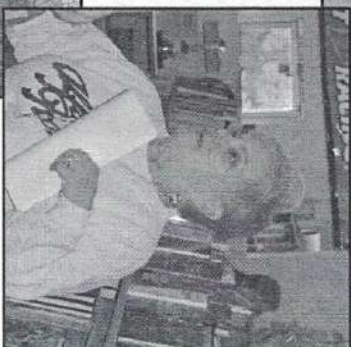
Where, oh where can we park?



The early birds got to park behind the store.



Our genial hostess, Tina Van Curren.



Will Owen and the Barretts: Jim, Cody, and Elyse.



Norman conducted the meeting in the parking lot.



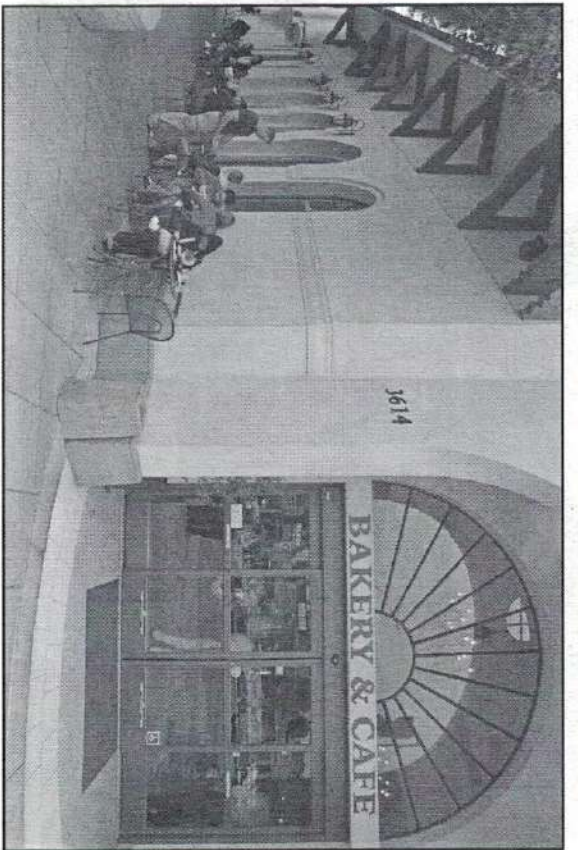
Jeff Robin, Charlie & Bonnie Schwartz, Sheila Kutkus, and others pay attention to Norman at the meeting.



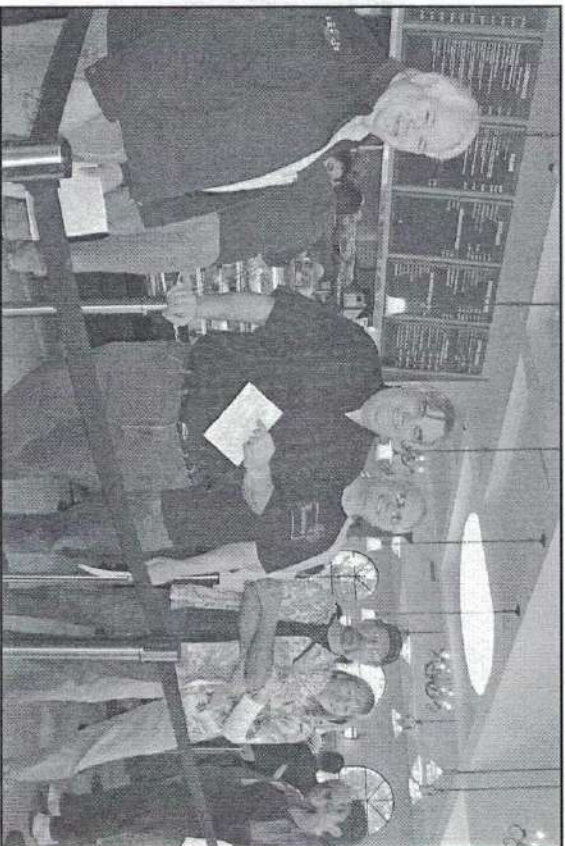
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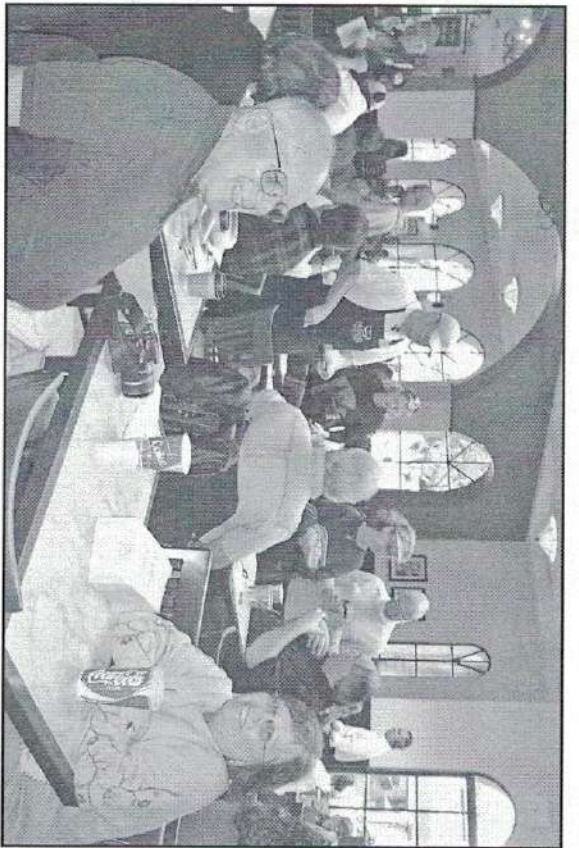
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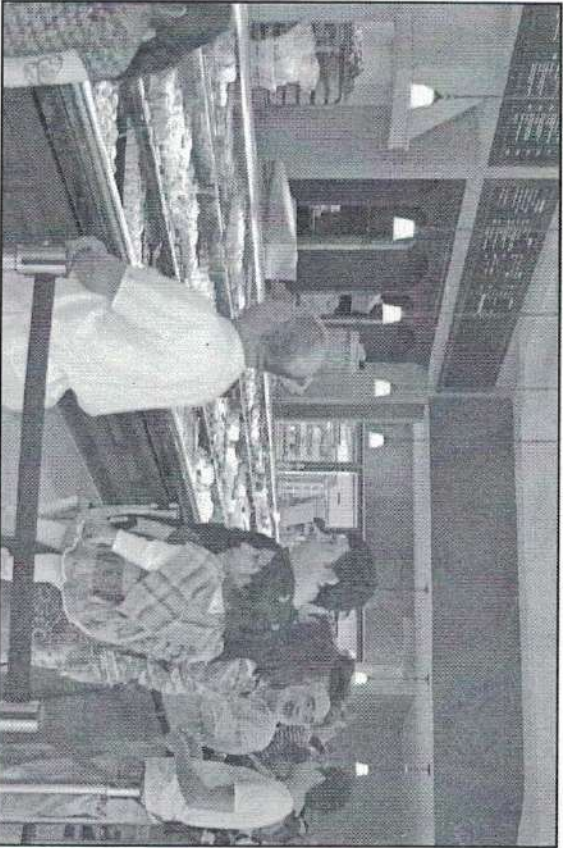
Porro's Cuban Bakery provided a great lunch venue, just a block down the street from Autoboooks.



Hungry Alfisti wait to order their lunches.



Happy diners included Paul Dexter and Cheryl Braden.



The vast array of pastries was very tempting to many.

Technical Director's Comments -- More on Suspension Modifications

I am pleased that at least a few people enjoyed last month's column. This month is basically a continuation. The 1965 Spider came into my life a little later than the Sprint and it has received more attention to the suspension. It acquired a bigger front sway bar, stiffer rear springs and wider wheels & tires much the same as the Sprint. And, since both cars share the same chassis, the handling at that stage was similar. However, the Spider is a much faster car and I tend to drive it harder.

The most significant difference was 175/70-15 tires were no longer available. Faced with the choice of a narrower tire or a wider tire, I naturally decided to go wider. It actually was the 185/65-15 tires on the Spider that inspired the comment that it looked like somebody jacked it up and drove a Camaro under it. As an aside, the 185 tires do LOOK a lot wider than 175's probably because they really fill up the wheel wells.

The handling was superior to the Sprint. Some was due to the fatter tires and some was due to a little more camber, but I suspect most was because the Yokohama Intermediates (AKA Yokohama Manma's) were fairly sticky tires in their day. I was really pleased with the handling right up until I took the car to an autocross practice. When driven really hard, the car would pick up the inside rear wheel in the corners. And once up, it would

generally stay up until I straightened up the steering wheel. Our Editor tells me it is not uncommon for an Alfa to lift the inside rear wheel when cornering, but it was a new experience for me.

This made it impossible to come out of the turns under power. And it was doubly annoying because I couldn't explain why it was doing it. On paper it looked to me like there was no way it should lift the inside rear wheel. Us engineer-types really hate it when the real world doesn't match theory. In 20/20 hindsight I've come up with a revised theory and fudged my memory a bit to bring my world back into balance.

Once again the culprit in a roundabout way is a lack of rear suspension travel. If you brake hard before a turn (and who doesn't) the rear of the car rises up. A 1.0 g stop will shift about 500 lbs off the rear wheels. Even with 100 lb/inch springs that uses up more suspension travel than the car has.

So, at corner entry the car is either up on the limit straps or close to it. Then, if the car starts to lean in the turn before the rear settles, the limit strap lifts the inside rear tire off the ground. This seems to be the case, particularly in really tight turns.

All this theory is good and fine, but the real question is what the heck to do about it.

continued next page

Technical continued

Lengthening the limit straps would seem like an obvious solution, but they are already as long as possible without letting the axle tube hit the tailpipe. Stiffer rear springs are tempting, but that is a Catch 22 as stiffer springs might pickup the inside rear wheel before the car runs out of suspension travel. The time trial-proven solution is to convert to a Panhard rod which lowers the rear roll center and makes it possible to run stiffer springs, but that seems extreme for a street car. One solution that I feel confident about is softer rear shocks. Compared to the relatively stiff shocks on the car at the time, they should let the rear of the car settle faster.

Less body roll probably won't eliminate the problem, but it ought to help. In keeping with that theory and also because the car still under steers I set out to increase front roll stiffness.

Step 1 was a stiffer front sway bar more along the lines of what Alan Ward had originally suggested.

Aircraft Spruce in Corona conveniently sells chrome moly tubing in a variety of sizes and UPS will deliver up to 8 foot lengths. I chose 1" diameter tubing with a 5/8" internal diameter. Thinner walled tubing would be more elegant from a weight standpoint, but I was concerned about being able to bend it without kinking. A pipe bender from Harbor Freight is not the ideal tool, but it got the job done. For those who are into sway bar calculations, the stiffness is

proportional to the diameter to the 4th power. The new bar was 45% stiffer than the old 7/8" bar ($(1^4 - .625^4) / .875^4$) and roughly 4 times stiffer than the original bar.

Step 2 was stiffer front springs. According to the spec's in the shop manual, the stock front springs are 223 lb/inch which is impressively stiff.

Okay, maybe I'm easily impressed. Regardless, the wheel rate is what really matters and you need to use the motion ratio to calculate the wheel rate. Think of the motion ratio as a leverage ratio and a movement ratio. The motion ratio on the Spider is 0.5, so only half of the spring force is exerted at the wheel and the wheel has to move twice as far to move the spring a given amount. The wheel rate works out to 56 lb/inch ($223 \text{ lb/inch} \times 0.5 \times 0.5$). This is definitely on the family sedan end of the spectrum. I eventually purchased some of Dave Rugh's street springs which are roughly twice as stiff as the stock springs. The ride is firmer, but not excessively stiff, as I am running fairly soft shocks.

Does the car still pick up the inside rear tire in turns? I actually don't know for sure, since I haven't been to another autocross practice. Body roll is reduced to the point where the rear limit straps might not be a problem. On the other hand, my son has correctly pointed out that the car is almost certainly on the limit straps under hard braking. So, I'm thinking it may still come up on corner entry. Hopefully, it will come back down quickly as the suspension settles.

One last point: Alan Ward used to race one of these cars and his experience was that he never achieved really reliable handling until after he put a roll cage in the car and stiffened the frame. I always thought he mounted the front sway bar behind the front wheels to get a slightly better center of gravity. Our Editor tells me it was actually to tie the sway

bar to a more rigid point on the frame. So, am I just spinning my wheels by trying to tune the suspension without stiffening the frame? Certainly, chassis flex becomes a bigger factor with stiffer suspensions. Fortunately, my car is a long way from a full race setup.

Mike R



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AROSC Annual Wine Tour in May this year!

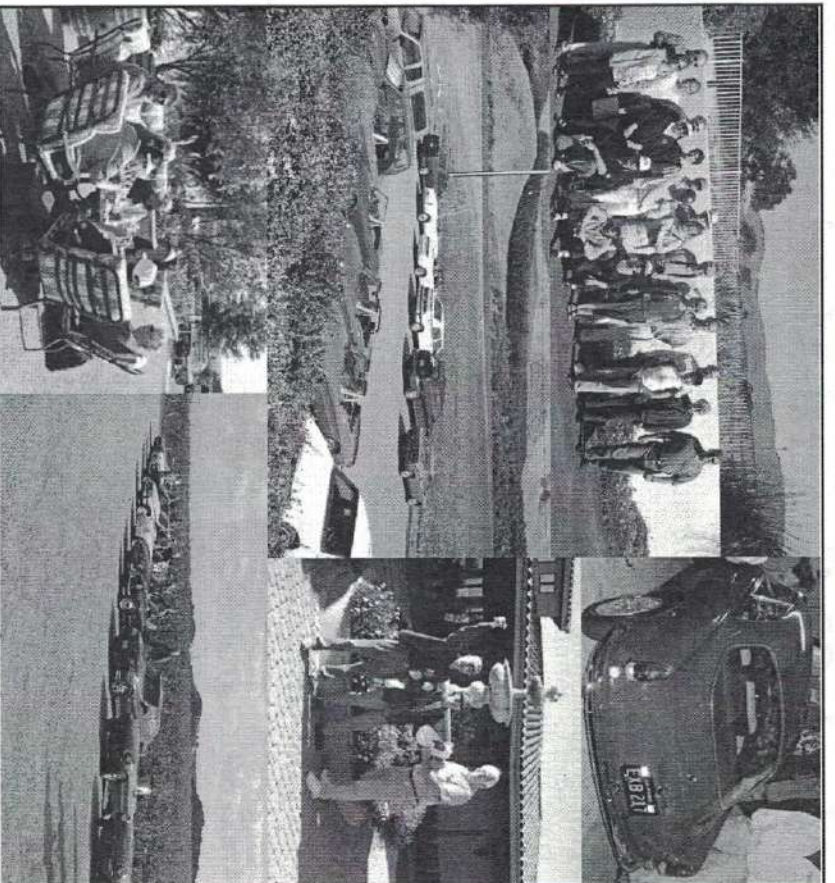
MAY 16-18, 2008

This year we will be visiting the **Paso Robles** area. This is the home to over 85 wineries. Planning is already under way and we have chosen to stay in the beautiful seaside area of Cambria this year.

Hotel information is located on the next page. The rooms have already been reserved at the resort. In order to confirm your stay, please email winetour@arosc.org and provide the following information:

- Names of all guests
- Contact Phone Number
- Room Type
- Arrival Date
- Departure Date

As always, your Wine Tour Director will be taking the necessary trips for scouting out the area to provide the type of quality wine tour that you have come to expect.

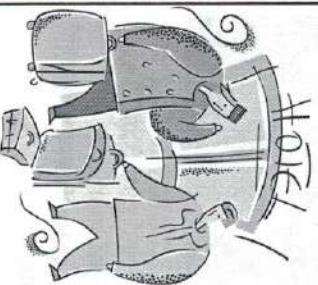


Hotel Information:

San Simeon Pines Seaside Resort
7200 Moonstone Beach Drive
Cambria, California 93428
www.sspines.com

Room Rates: \$119.90/nt (1 King)
\$119.90/nt (2 Fulls)
\$130.80/nt (2 Queens)

Please email wine.tour@arosc.org
to place your reservations

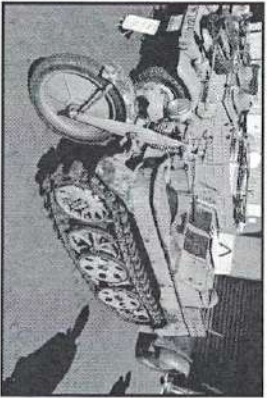


March 29 General Meeting: Cars & Coffee at PAG Irvine, 7-9 AM, then Tour Gerhard Schnuerer's Collection, HB

Alfa Romeo will be the featured Marquee at this annual visit to the Premier Auto Group, and a very large contingent of Alfas is expected to come and display their beauties. Give yours a bath and come early to show it off and see the others on display. There will be other cars there as well, so if your Alfa is indisposed, come in whatever else you can. When this show breaks up, around 9AM, we will travel south-west to Huntington Beach for a tour of the Gerhard Schnuerer Collection. Later, we will find a restaurant for lunch nearer to the freeway.

Visit the Gerhard Schnuerer Collection

After our (early) morning at Cars and Coffee at the Ford/Mazda design center, we can complete a day of automotive history by making a visit to the extremely interesting collection of Gerhard Schnuerer in nearby Huntington Beach. Schnuerer specializes in German vehicles, but it's not just a room full of Mercedes-Benzes. There are several of those, but there are other interesting vehicles as well. Some of the vehicles are ones that were used by the German army during World War II, including the amphibious "jeep" and the half-track motorcycle. A room full of motorcycles also contains a lot of historical interest. This is the Kettenrad half-track motorcycle from World War II. Behind it is a Kubelwagen, the VW Jeep used in North Africa.



Directions from PAG:

1. Return to Irvine Center Dr, turn left, for 0.5 mi
2. Merge onto I-405 N via the ramp to Long Beach and go 7.3 mi
3. Take exit 9A to merge onto CA-55 S and go 3.4 mi south
4. Take exit 3 toward Victoria St/22nd St, & merge onto Newport Blvd
5. After 0.2 mi turn right at Victoria St and go 2.5 mi
6. Continue straight on Hamilton Ave for 1.4 mi
7. Turn left at Surveyor Circle for 82 ft and arrive at #21532, HB 92646

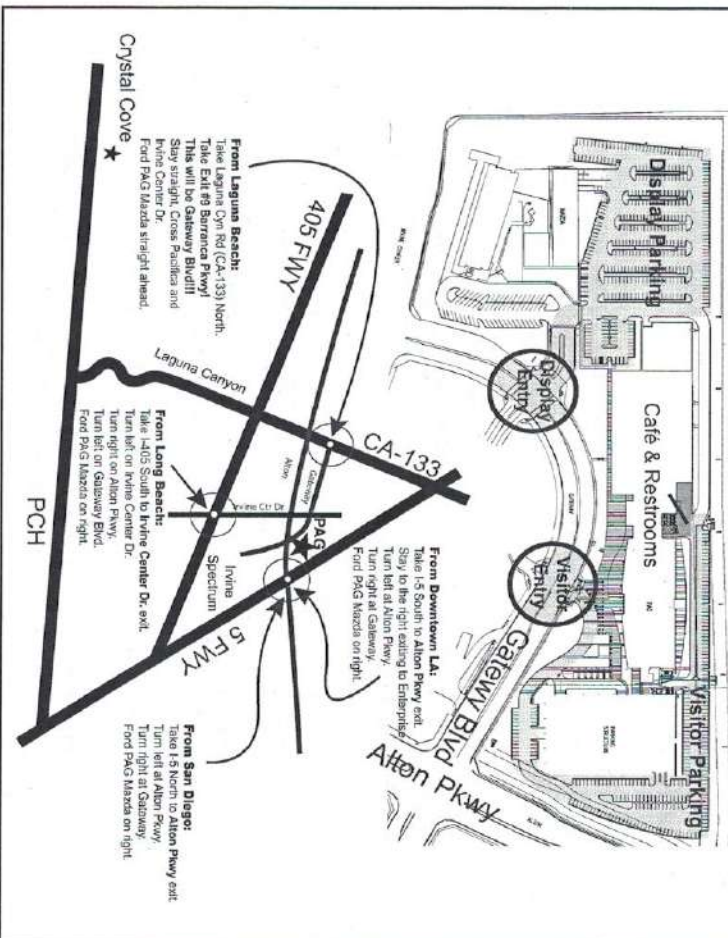
In case the Valley-ies or other far-flung members wish to come down Friday evening, last year the Barrels looked on yellowpages.com real fast, and have three motels to suggest (Elyse's fave is the Laguna Hills Lodge).

Laguna Hills Lodge
\$95 / dbl. occ.
23932 Paseo de Valencia (El Toro Rd. + Avenida de la Carlota)
Laguna Hills
800.468.4470

Candlewood Suites - Orange
County/Irvine Spectrum
\$126 (AAA member discount)
16150 Sand Cyn.Ave.
Irvine
877.660.8545

Key Inn
\$59 / double occupancy
1611 El Camino Real (just off I-5),
Tustin
714.832.3220

FORD-PAG-MAZDA Campus 7905 Gateway Blvd, Irvine, CA 92618



Los Alfas Spring Driving Tour

April 12-13

Our Spring Driving Tour is one month earlier than in '06, but that's a good thing. We're heading inland and down this year — to the Inland Empire and the Low Desert — and we hope you'll get down with us.

We're kicking off the Tour with a tour. Reward your early-rising efforts by joining us at 9 a.m. in Riverside for a morning muster at the historic Mission Inn. The Club has a private tour scheduled and it will be worth the effort. Your tour directors have been required to put a deposit down for 25 people — y'all please come! This is a great experience.

Afterward we will hit the road as a group and head to the Twentynine Palms area to be the latest building inspectors of Bonnie and Charlie Schwartz' Joshua Tree hideaway. They are graciously opening their new home to us for our picnic lunch stop. We are honored to be able to get in on the ground floor here! Remember to plan and prepare your finest lunch; who knows, you could win one of several cucina magnifica prizes!

The truly stunningly scenic portion of this year's tour comes next as we traverse Joshua Tree National Monument. We'll stop for photo ops and to view the magnificence of California's desert at its springtime best.

When we come out on the other side, it will be time to check into our headquarters hotel, Embassy Suites La Quinta, where we will have a club corral parking area and free breakfast on Sunday — all arranged by club members Doug and Joyce McHattie.

The McHatties have also come up with a fabulous evening program for us: a blind wine-tasting at their home, followed by a light al fresco dinner.

'When the Going Gets Weird Salton Sea Ruin': After breakfast on Sunday, we plan to explore the wonderful and wild in this interesting California-only sort of place — restored wetlands; enclaves of interesting desert dwellers; beaches of abandoned dreams — and see where the local roads take us.

Save the date, and look for a flyer in your mailbox and on our AROSC.org website. It will be another memorable rolling AROSC party.

Contact Elyse & Jim Barrett for additional details and embellishments at eddinab@mindspring.com, or 714.964.9530.

April 26 General Meeting -- Petersen Museum Tour & Picnic

Saturday morning, April 26, we will be meeting at the Petersen Automotive Museum. Arrive about 10:00, park on the 3rd level parking deck, and go downstairs to enter the museum for a 10:30 tour. The group admission rate is \$6 per person. At this point, we are not sure of the full extent of the tour, but it is always interesting.

The museum will have two new major exhibitions running then:

The on-going exhibit in the Main Gallery & Bruce Meyer Gallery is **La Vida Lowrider**, historic low-riders — from a mid-30s Packard 'Bomb' to a recently oil-painted (not air-brushed!) low-rider ice cream truck which depicts the history of Chavez Ravine, and cars of all ages in between. Los Angeles has become one of the main urban centers for lowriding and has influenced the customizing scene both nationally and internationally.

The Speed Corridor celebrates **NASCAR: 60 Years**, chronicling the history of this extraordinarily popular form of racing and examining how it came to capture the public imagination. Important cars representing the evolution of NASCAR illustrate how the stock racers of yesterday have developed into the sophisticated machines of the twenty-first century.

A new exhibit of "Treasures of the Vault", museum-owned cars rarely seen by the public — includes a one-of-a-kind custom Landau Rolls with a chassis from the '20s that was

rebodied in the '30s, and is the most unique Rolls in world. Also a 1939 Type 57 Bugatti which was given to the then-Prince of Iran on the occasion of his marriage (this may be the most valuable car in museum); Preston Tucker's own original Tucker car; three Presidential cars, including the first delivered bullet-proof limo, for FDR (Churchill sat in back with FDR at the Yalta Conference in WWII); the fastest street-legal car, a Bugatti Veyron; and a rare Muntz Jet, one of 2 with a Dodge Hemi. We may have seen some of these cars on our vault tour last year.

Around noon we will return to the parking garage for a tailgate picnic. Last year we went to Cantor's Deli, but the parking was very difficult, as it is everywhere in that area on Saturdays. So, since we're already parked, let's make use of it.

Location:

The Petersen is on the south-east corner of Wilshire and Fairfax, at 6060 Wilshire Blvd, Los Angeles, 90036. www.petersen.org

Order your tickets to Concorso Italiano early for the best prices! Prices go up March 1, June 1, and Aug 1

Gold Class Tickets

Includes:

- One Admission Ticket
- Italian Country Luncheon (Gourmet Italian entrees, Italian salad, gourmet desserts and beverage) served in the Gold Class Hospitality Pavilion.
- Gold Class Lanyard & Badge
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- Collector's Event Magazine
- Complimentary VIP Parking
- \$150 per person through August 15
- \$50 per child (age 4-12)

Standard Spectator Tickets

- \$75 through February
 - \$85 March 1 through May 31
 - \$90 June 1 through July 31
 - \$100 August 1 through August 15
- Children 12 and under are admitted at no charge.

Italian Automobiles, Boats or Motorcycles

- \$75 through February
- \$125 March 1 through May 31
- \$150 June 1 through July 31
- \$175 August 1 through August 15 (day of event)

Non-Italian Vehicle

- \$100 through February
- \$150 March 1 through May 31
- \$175 June 1 through July 31
- \$200 August 1 through August 15

23rd Annual Huntington Beach Concours d'Elegance -- May 31 and June 1

Saturday: Hot Rods & Woodies in the Park

Sunday: Salute to Corvette, Ferrari, Harley-Davidson & BMW

Enter your car, motorcycle or vintage bicycle and join Saturday's Hot Rods and Woodies and Sunday's featured marques Corvette, Ferrari, Harley-Davidson and BMW motorcycle enthusiasts at this historic 2 day event on the beautiful lawns of Huntington Beach Central Park. Over 60 classes, 450 entries and thousands of spectators are expected to enjoy the park and these two days.

• Saturday May 31, 2008 "Back to the Beach"

George Barris - "King of the Customizers"

Live Entertainment: The "Mat Tais" and "The Lively Ones", Surf Bands from the 60s

Tribute to: '38, '39 & '40 Fords and Donut Derelicts

Participants and spectators showing up in Hawaiian dress will receive a gift.

• Sunday June 1, 2008

Fireball Tim - Designer: movie cars, concept cars, amusement car rides & radical Mini tuner.

Mini tuner.

Dave Kuntz - KABC Automotive Reporter

Live Entertainment: Autumn - "Singer Extraordinaire"

Parrot and Hot Wheels Shows for the kids

4th Annual Student Auto Art Contest - *Imagination Takes to the Road*

Corvette NCCC sanctioned event; supported by Ferrari Club of America, Ferrari Owners Club, OC Vets, Alfa Romeo Owners of Southern California, and

Mini Owners Club

VIP Luncheon

The Sunday Concours opens with a tribute to our troops serving throughout the world. Cars, motorcycles and vintage bicycles, live entertainment, auto art contests, VIP luncheon, event shirts, special programs for children, food vendors and merchants...fun for all. Proceeds after operating expenses are donated to the Huntington Beach Library Children's Resource Center.....
Please plan on attending for a fun, relaxing weekend in the park.

Entrant Fees: \$30.00 per car, \$15.00 per motorcycle, \$10.00 per bicycle

Spectators: \$10.00/day or \$15.00 for 2 day fun ticket at gate; \$2.00 discount

coupon available at Library; Seniors 62+ \$8.00/day. Children under 12 free when accompanied by an adult.

Further details: Bart McGrath 714-960-2100, Bob Shaw 714-962-2776

General Information: 714-375-8414, www.hbconcours.org

Wet Weekend at the Streets

Drivers School February 2-3

by Mike McKibbin
Photos by Mike McKibbin & Art Russell

It was cold. Not as cold as the January event at Willow last year, but colder, it seemed, than the January event this year. Maybe it was the persistent wind – the folks in their motor homes and trailers reported harrowing adventures on the road getting to the track, and there wasn't much of a let-up on arrival. Friday night found us eventually huddled in Mike Easterman's motor home eating hot cherry pie.

The turn out for the school was low, 30 to 40 perhaps. I was a scratch from Race Group, as Andrea's MR-2 was still in pieces, so we put her in my Mustang. I hadn't driven the Mustang since last November, and when I drove it to the track Friday night, I realized it is not an easy car to drive (especially the clutch). For Andrea, driving that car was hard work.

Helping her and everyone else who showed was Steve Hamilton and his usual fine group of instructors, including guest instructor Klaus

Kindor and our resident celebrity, Tony Adamowicz.

Super Bowl weekend might have had something to do with the low turnout, as did perhaps the weather forecast, but those who came were treated to a great weekend. On the racetrack, I watched a guy in street performance coming into the last turn on the racetrack on Saturday morning practically stop before completing the turn. By Sunday afternoon, he was almost flinging the car into the turn – that was the level of progress over the course of the weekend.

With no car and only a camera, I got put to work on the racetrack grid for the weekend. I enjoyed it immensely (of course, I'm a lawyer, and I was given a position of power; why wouldn't I like it?). I was rewarded with some seat time in the Mustang on Sunday during lunch, and the graduation race.

A film crew from NBC showed up Saturday. The school is scheduled to be part of a segment for a show to be aired on a Saturday afternoon some time in the future. Norm Silverman is supposed to be contacted with the date. Bruce

Colby took the cameraman in his BMW, and Dennis Fibrow took the reporter in my Mustang, and did a few hot laps on the racetrack, and some drifting on the skid pad. The segment should be interesting.

On Saturday morning, Steve asked us to pray for rain; on Sunday he got his wish. It started Saturday night, and by Sunday morning, the track was soaked. It rained on and off all morning, and then returned again for the graduation events at the end of the day.

Street performance was last on the racetrack Sunday morning, and it was wet and covered with debris from the not unexpected agricultural excursions. Every car and driver surrendered and came in. Paul Blankenship gathered them together and told them, well, this was one of the greatest driving opportunities of their lives, "so strap yourselves back in your cars, and get back out there." They did.

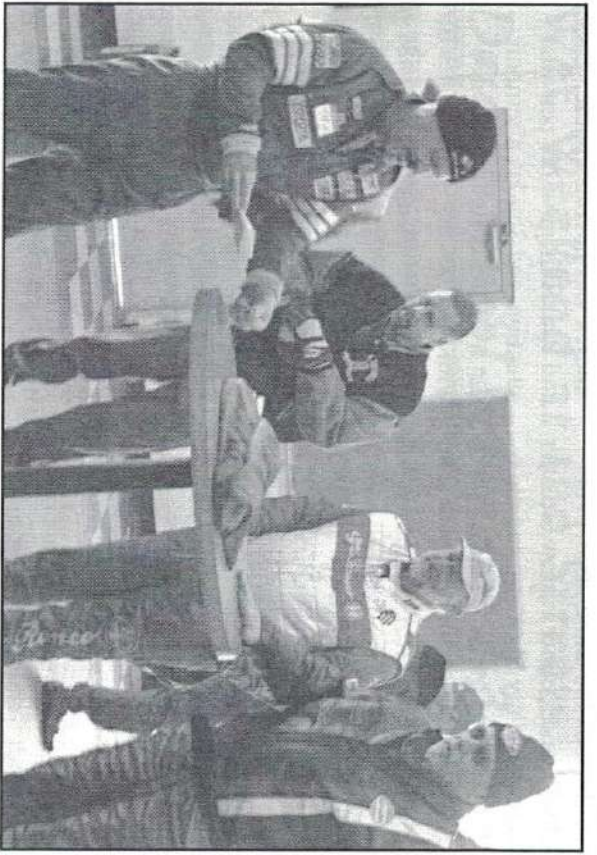
Andrea was having trouble. Bruce and Paul Ellis gave her personal attention, and Sunday afternoon she was finally going toe to toe with the Mustang – sometimes the car was winning; sometimes she was. She thoroughly enjoyed the weekend, and if she didn't thoroughly master the Mustang, they reached an understanding.

The graduation race: There aren't any pictures (by my camera anyway). I left it in a shed by the starter's stand because it was raining, and forgot to tell Dennis (or anyone else) where it was while I raced. By this time, there were only three left in race group, Bev and Terry Major, and Brendan O'Brien (out of eight that started Saturday). Bruce joined us for five total, and we spent the whole race sloshing around and swapping positions. That was great, as was the weekend, for everyone except perhaps the New England Patriots, who found out nobody's perfect.

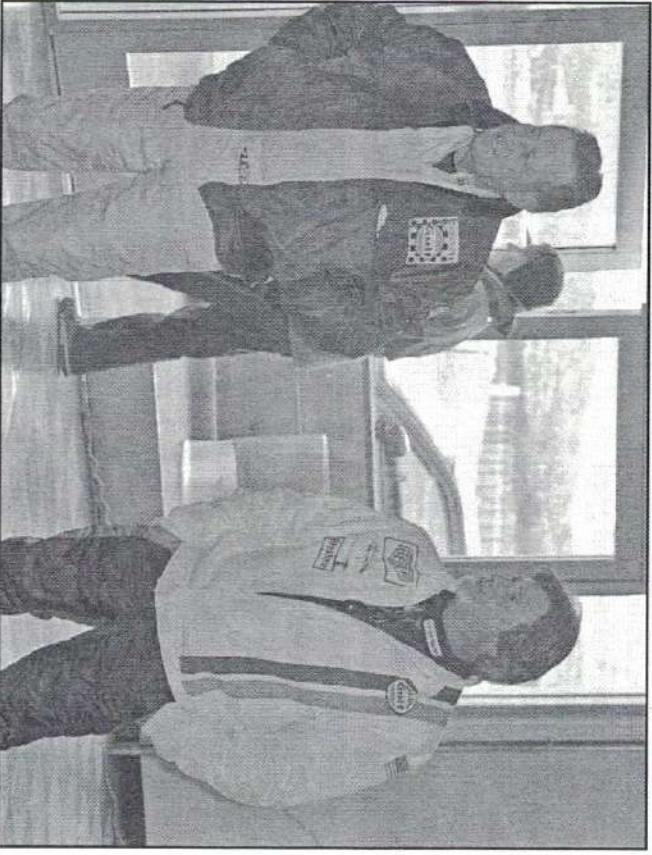


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GARY TODISCO



The instructors get organized to start the meeting.



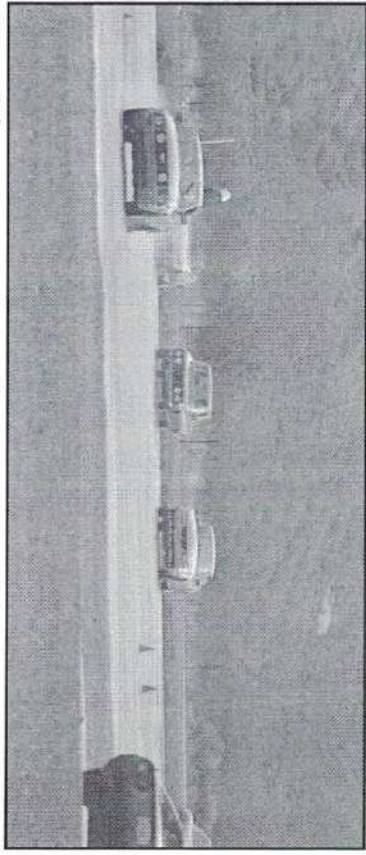
Ace Instructors Tony Adamowicz and Klaus Kindor.



Race group is all gridded up and waiting to run.



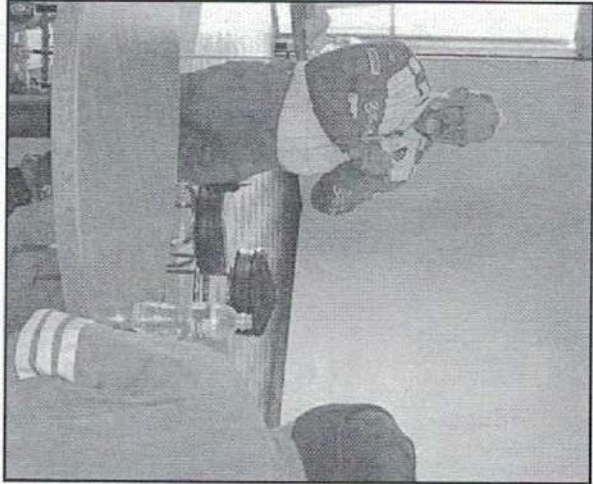
And they are off and running! Uwe's GTV is back!



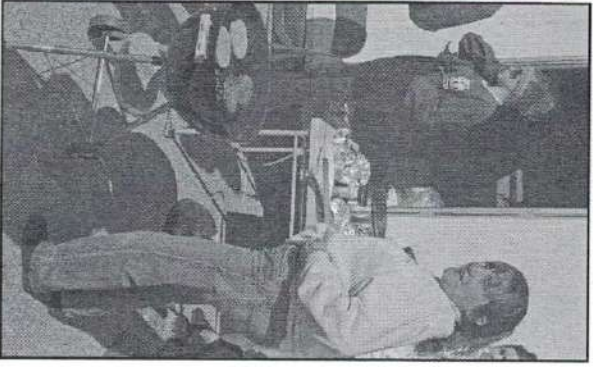
No need for a water truck to make a wet skid pad this weekend.



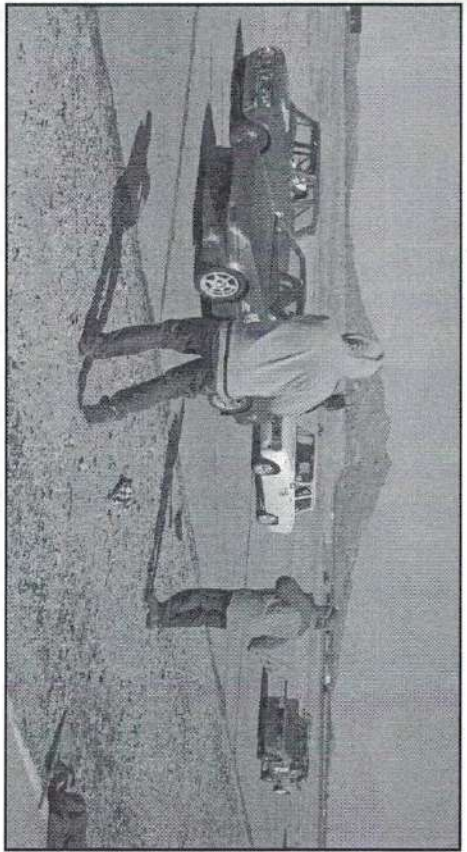
Paul Blankenship teaches a class



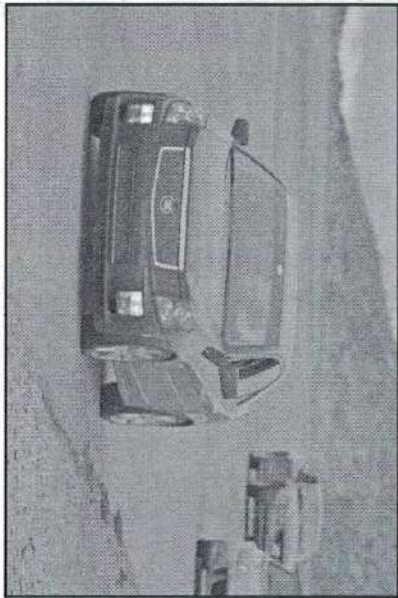
Competition Director Bruce Colby instructs a group.



Grilling the burgers for lunch - the girls provided the chow.



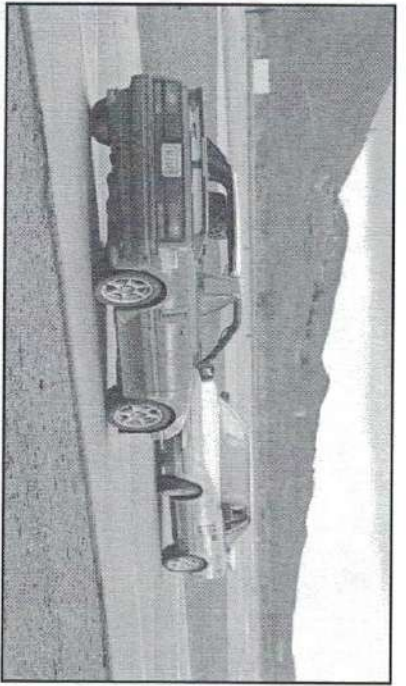
The Channel 4 camera man gets close to the action.



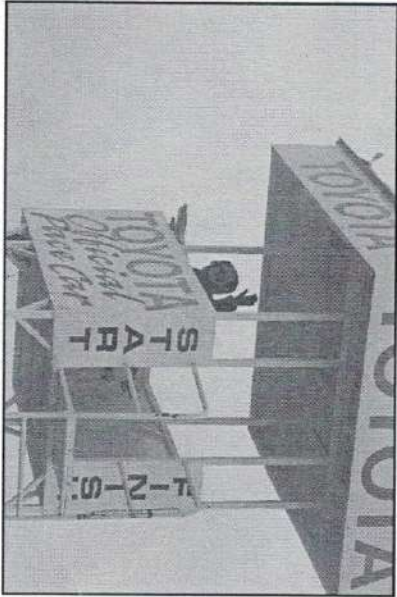
Does it turn you on?




See the technical article about body roll.



Hello! Is that Bev & Terry Majors disagreeing on the direction of travel?



An unenviable job on a nasty wet weekend.



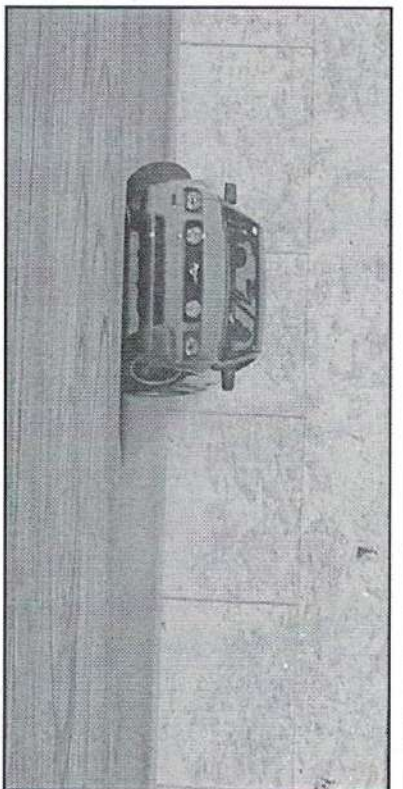

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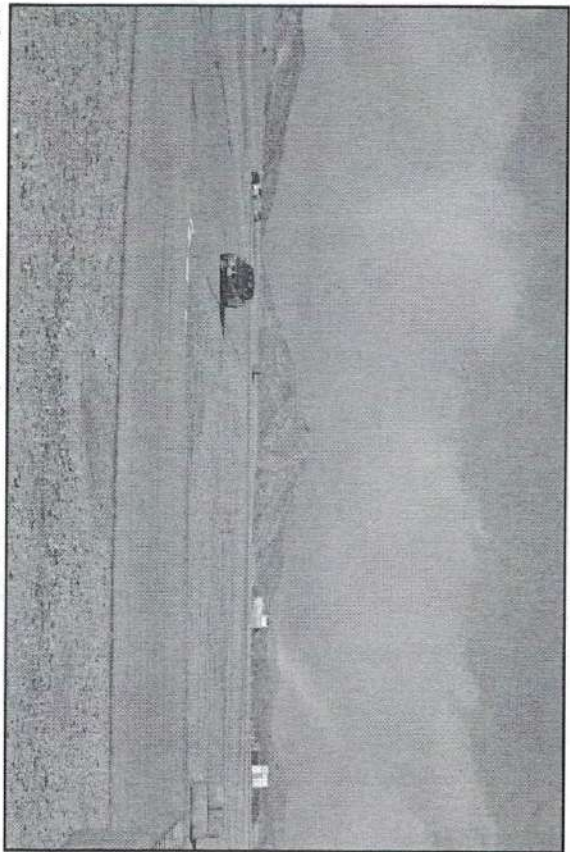
Drifting on the skid pad!



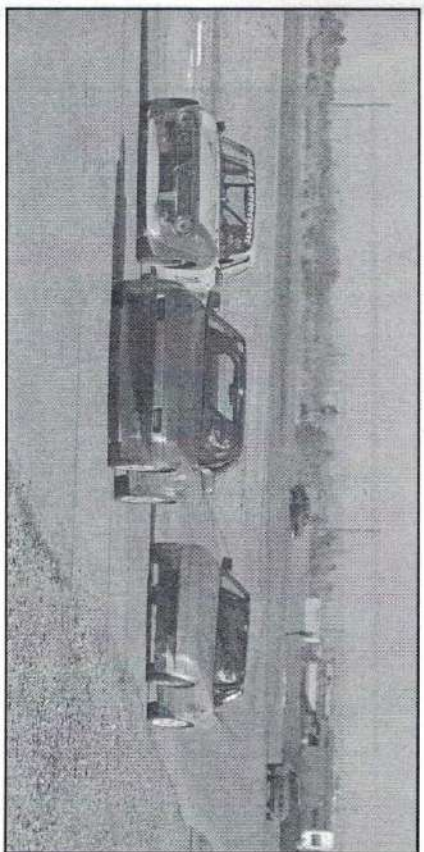
Let's all keep warm -- puppy too!



Andrea McKibbin points the way in her dad's Mustang.

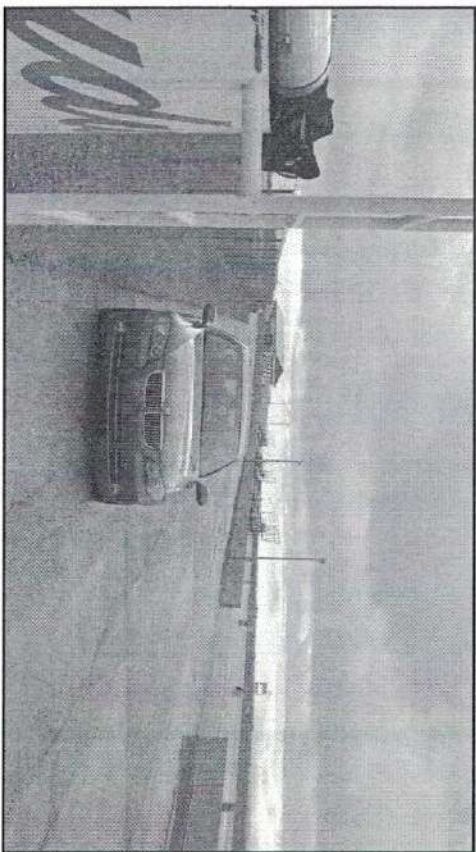
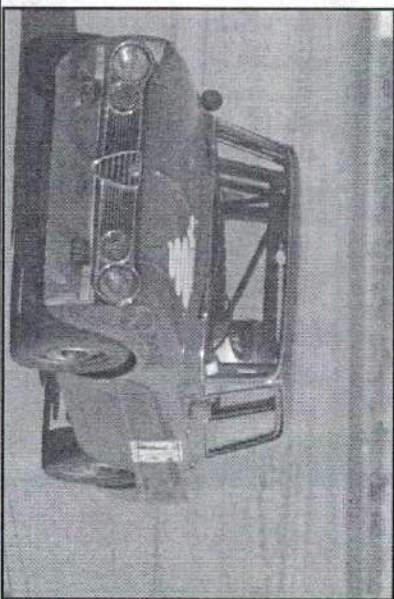


The sun came out briefly, and a rainbow can be seen on the right.

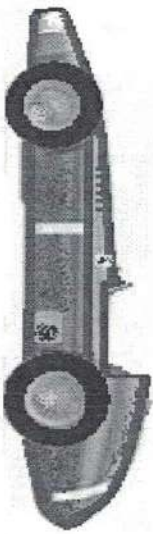


Uwe's new hot motor propels him past the MR2 squad.

Our Pres, Norman Rex I, gets his jollies on course.



More rain comes as the sessions start to shut down for the day.



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