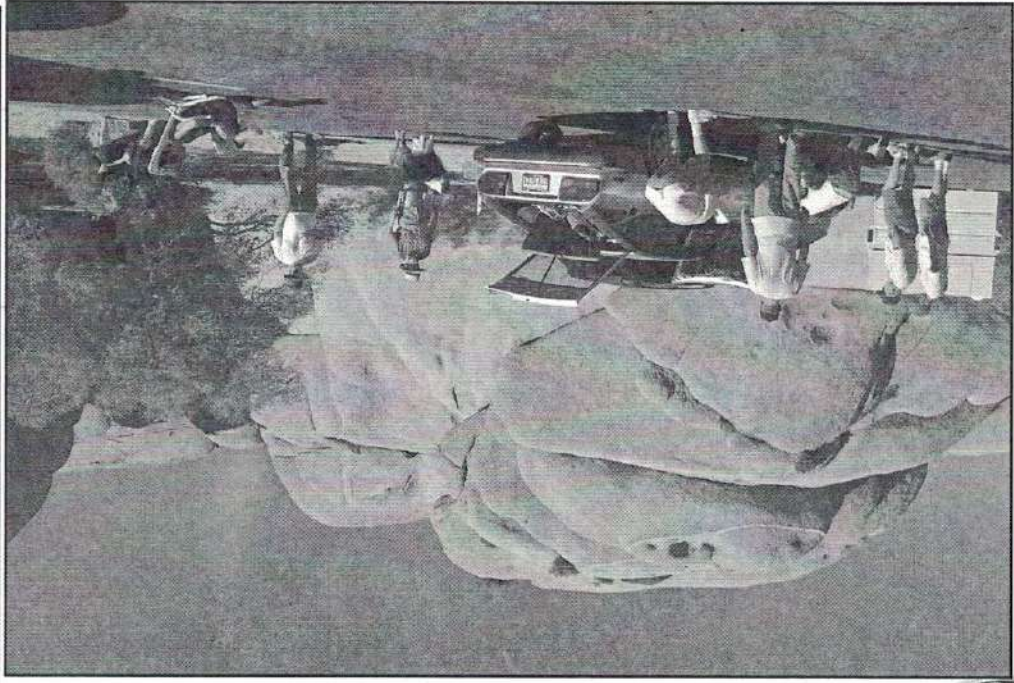




Newsletter of the
Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



May 2008

**In This Issue: Spring Drive
Tour, ButtonWillow, upcoming
events, and more.....**

Isaciorada

<p>30-31 Drivers School lunch Airport, Speaker & Agua Duke winery + General Meeting - Monterey Historics 14-17 Concorso Italiano, Board Meeting @ Luigi's 6</p> <p>August</p>	<p>27 General Meeting @ Summer Party, Hunting- ton Beach @ Phyllis'</p> <p>12 Braille Rallye 2007</p> <p>2 Board Meeting @ Luigi's</p> <p>July</p>	<p>1 HB Concours Board Meeting @ Luigi's 4</p> <p>7 May/June General Meeting @ Bothwell Collection</p> <p>28-29 Time Trial, Race, Enduro @ Buttonwillow</p> <p>June</p>	<p>7 Board Meeting @ Luigi's</p> <p>17 Spring WineTour -- Paso Robles</p> <p>May</p>
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9006684018 0054

Our 2008 Calendar -- Revised Again



1A

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



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

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

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 (modified for new page size)

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

This Month's Cover

Driving tour leader Jim Barrett had car trouble en route, and the group stopped for repair support, kibbitzing, or just relaxing in the sun, at the Big Rock Camp Grounds parking lot. See Tech article, Tour article, etc. for details. Photo by M.J. Kutkus.

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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(805) 499-4835 (H) concours@arosc.org

Wine Tour: Margi Brown wine.tour@arosc.org

2008 AROSC Previews --

An Outline of Coming Events

May 17 - Wine Tour Central Coast -

The San Simeon Pines Seaside Resort is full, but Margi & Gene have located other accommodations nearby, so if you are a late decider, contact Margi at margibrown@thekernorg.com and please join us!

DON'T MISS:
May 17 Wine Tour
June 1 Concours in Huntington Bch
June 7 Bothwell Tour/Meeting

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

We will again join the HB Concours with club judging within the organized event. See page 21 for details of this great 2-day gala -- the entry form is bound in the center of the last issue -- call Phyllis Gaylard if you need another copy.

June 7 - May/June General Meeting, Bothwell Collection, 10:00 AM

We have the great good fortune to join the Citroen Club in a tour of the Lindley Bothwell Collection in Woodland Hills, which consists of a large number of cars which have either a racing history or are of historical significance, housed in barns on the grounds of a citrus ranch. All cars are in original condition and are kept running. We will conduct our meeting toward the end of the tour, and then proceed to an interesting lunch venue. See page 20 for details.

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.

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. See page 19.

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

August 14-17 - Monterey Historics Weekend, see page President's Column

August 23 - General Meeting at Aqua Dulce Winery and Airport with 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, Italspeed

November 30 - Coffee Roaster Car Show, Calabasas

December 7 - Competition Board Meeting

December 13- Holiday Party @ Kutkus'

December 14 - Board Meeting, old & new, at Kutkus'

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

Well now it's on to the busy season. First thanks to the Barrett Touring Society for arranging another spectacular spring tour. The weekend started with a guided tour of the beautifully restored Riverside Mission Inn. We followed this terrific tour with a sprint to the nearby (?) completed home of Bonnie and Charlie Schwartz in Joshua Tree whence we had lunch on the unfinished patio with a fabulous 360 degree view of the valley.

During the following drive through the Joshua Tree National Forest, we discovered that the bolt holding the front wheel on a GTV6 can be replaced with a bolt from a spider battery case. One of the few drives I've ever been on where I would have rather been the passenger. 'Thanks' is insufficient to express our gratitude to the McHatties for opening their La Quinta home for a very special barbecue and wine tasting. If nothing, we held on to our growing reputation of an eating and drinking club with car problems.

We ended the month with our General Meeting at the Petersen Automotive Museum. Thanks from Paul Dexter and I for the pleasure of letting us show off our second home. For those of you who have not seen the recent exhibits. We once again implore you find the time to visit.

The major event for May will be our Spring Wine Tour, the rooms for which, I am pleased to announce, have

been sold out. There are, however, still rooms available in Cambria at nearby locations. (see inside).

We will start the month of June with our second club Concorso, which will be held in conjunction with the 23rd Annual Huntington Beach Concours d'Elegance (and family outing) on June 1st (see inside). This great, casual gathering on the tree covered, rolling grounds of the Huntington Beach Library is a not to be missed event. Something for everyone, including live music and a repeating parrot show for the kids. **YOU HAVE RECEIVED YOUR APPLICATION TO ATTEND THE "23rd ANNUAL HUNTINGTON BEACH CAR SHOW AND CONCOURS D'ELEGANCE". FILL IT OUT AND SEND IT BACK.** There will be our usual awards for a variety of Picnic Classes. In addition to eight Concours d'Elegance classes, we will have Open, Closed, Daily Driver, First Time Concorso and AROSC Member Non-Alfa classes.

Because of an extraordinary opportunity we have decided to combine our May and June General meeting into a single event. On June 7th we have been invited to visit the Bothwell Orange Groves and get up close and personal with one of the most special automotive collections in the world (see inside). For those of you who have never seen this "rarely open to the public" collection, this may be your one and only chance. It is

virtually impossible to list the credentials of the myriad of vintage race cars (circa pre-1910 thru the 1930's), unique vehicles that have been in the movies and the most valuable car ever converted into a stake bed farm truck. The vehicles are kept in running condition.

It's time again to Prepare for the **Monterey Historic Weekend!**

There has been a change of Venue: the Concorso Italiano will be held at the Marina Airport, Monterey Bay - (see www.concorso.com) The following has been gleaned from a message sent by John Maclay of ARA and edited by me to include some new information. For quite a few years, John has put himself out to make sure that we don't have to. He is the central clearing house for the Histories Races and for arranging corral space at the track for all attending alfisiti. Please make his life easy and get in your requests ASAP. As you know, space is limited and it is becoming impossible to get last minute corral passes.

The weekend officially starts on Friday August 15th with Concorso Italiano at the Marina Airport, Monterey Bay. The rates for Concorso are again on a sliding scale, increasing month by month, and to add insult to injury they have instituted a new handling charge of \$7 per order. The base rate is now \$125 per entrant vehicle and that only holds through May; in June it becomes \$150 per car until Aug 1 when it becomes \$175. So you have already missed the "bargain" rate of \$75, but it's still

cheaper to enter a car now with two persons than be a spectator at \$85 to \$100 each depending on when you buy tickets. And any Alfa will do, just clean it up to look presentable. ARA is working on a new program to replace their annual after-Concorso Cocktail Party. More to follow.

You may also place race ticket orders for the Aug 15 through Aug 17 Historic Races at Laguna Seca and obtain corral passes for Alfa Romeo vehicles for Saturday and Sunday. Ticket costs are the same as last year.

BT: The firm cutoff date this year for ticket/corral pass orders (specified by the race organizers) is **FRIDAY JUNE 29, 2006.** This means that all your orders need to be in ARA's hands by **THURSDAY JUNE 28.** We realize that the cutoff date is nearly two months before the date of the event, but it is not ours to control. So if you wish to be there and get corral passes, you really must plan ahead. However, ticket prices are the same as last year, a small blessing. Order blanks will be provided in the May and June issues of the Overheard Cams - look on their web site: www.alfaromeoassociation.org.

As was the case last year, if you order race tickets through ARA you can obtain corral passes, but bear in mind that the corral is intended for Alfis only, not any off-brand models. If you get tickets any other way ARA will be unlikely to be able to provide a corral pass. It doesn't cost any more through ARA than elsewhere, so take

continued on page 9

Order Form for Monterey Historics 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: No. _____ Amount (US \$) _____
 2 Days: Sat & Sun, \$95 per person: No. _____ Amount (US \$) _____
 Saturday 8/18 only, \$65 per person: No. _____ Amount (US \$) _____
 Sunday 8/19 only, \$45 per person: No. _____ Amount (US \$) _____
 Friday 8/17 only, \$45 per person: No. _____ Amount (US \$) _____

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 MacLay, 426 Blackstone Court, Walnut Creek, CA 94598-3717. **YOU MUST INCLUDE a Business Street # (if 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 johnmaclay@aol.com or fax at 925-934-4762. If in dire need, call John MacLay at 925-937-2399, cell 925-997-3637.

Wine Tasting at West and Maggie Clark's Saturday Aug 18

Saturday, August 18, 3:00 to 6:00 PM. Complimentary. RSVPs are essentially unnecessary but you may call 831-422-6728 before 8:00 PM or 831-757-2644 during work hours, or e-mail wineclub@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 fit to DSARC, Attn: James Treadwell, 4713 Lake Drive, Carmichael, CA 95608.

Prices below include tax, etc. First come, first served.
 Single (1 K) Smoking 11Y 11N Double (2 Q beds) Smoking 11Y 11N
 1 | 2 nights (8/17 & 8/18) \$214.40 1 | 2 nights (8/17 & 8/18) \$247.40
 1 | 3 nights (8/16 to 8/18) \$321.60 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.

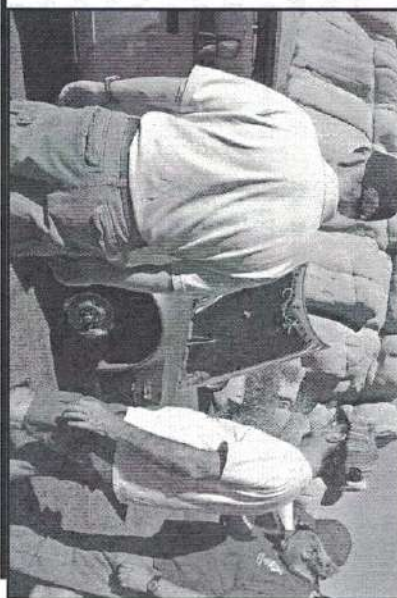
Number eating at Gino's, _____ X \$40 Each = Dinner Amount \$ _____
 NAME _____ TOTAL ROOM AND DINNER AMOUNT ONLY ENCLOSED: \$ _____
 MAIL ADDRESS _____ EMAIL ADDRESS _____
 PHONE _____

Technical Director's Comments --

They say there is no such thing as an unexpected breakdown with an Alfa. Of course, that isn't entirely true. At least, I never expect it when it happens to me.

Jim and Elyse Barrett were the unlucky duo on the Spring Tour. They were happily leading the throng through Joshua Tree National Park when they heard a minor sound of something

metal bouncing along the pavement. No big deal, that is, no big deal until the next turn. The steering just didn't feel right and it pulled massively to the right under light braking, so Jim wisely coasted over to the shoulder. After some discussion he managed to limp to the



next site of interest and associated parking lot.

Jim later quipped that the two most important tools to carry in case of breakdown are a cell phone and a AAA card. That's great, but I would hate to wait/pay for a tow out of Joshua Tree, even with the 100 mile towing option. Fortunately, Jim had some expertise and tools and he was

President's Column continued:

advantage of your ARA ticket agent (and get a corral pass in the process)!

Again this year, our friends at Delta Sierra AROC have arranged for a block of rooms at the Laurel Inn in Salinas at very competitive rates, as well as

organizing the Alfa Romeo Dinner at Gino's (also in Salinas) on Saturday night. The order blank mentioned above (see it on another page in the Carns) has a segment for reserving rooms and dinner seats. That portion of the order blank is to be returned to

James Treadwell at Delta Sierra along with payment for those items. Race ticket, corral pass and cocktail party orders (the upper part of the order form) and payment are to be returned to John MacLay of ARA.

AROSC will again host our annual Thursday night (August 14th) at the Loose Noodle Pasta House in Monterey. More info in the next issue. Keep the wheels side down

Norm Silverman (Norman L. Rex)

surrounded by an absolute wealth of Alfa expertise and tools. So much, in fact, that Jay Mackro & I stayed out of the way and talked about Bosch distributors while Jim did all the work.

Sheila, our Social Director, gets the prize for correctly diagnosing the problem first. Alfa experts everywhere and Sheila aced us all out!

Once the right front wheel was removed the problem was obvious. The bolt holding the strut rod in place forming the upper A-arm was totally missing! Lots of people had brought tools, but no one had packed any nuts & bolts. That brings up the question, what should we bring along to cope with unexpected breakdowns?

Thinking back on it, much of my experience has been similar to Jim's. I long ago learned the merits of carrying spare belts and hoses because the service stations I limped into didn't have the parts to help a guy in a funny little foreign car. A service manual isn't a bad idea either.

Sometimes it pays to listen to that little voice in your head. Years ago, when Alfa was the featured marque at Monterey, I drove the Sprint to the Monterey Historics. Not sure what made me do it, but at the last minute I noticed some space inside the spare tire and packed a spare (electric) fuel pump. Sure enough, the pump quit along I-5 just about the time my caravanning friends had surged well ahead. What an awful day. I jacked the car up only to realize the ground was way too hot to lie on! Thank God the car cover provided enough

insulation to let me crawl under the car and make a repair.

Getting back to the nuts & bolts of the matter, I had an O2 sensor pop out while running with the MR-2 club at Laguna Seca. Like Jim, I was surrounded by tools and experts, but what I really needed was two 6 mm nuts. There were none to be had.

Finally, I tied the sensor out of the way with some wire and got back with the program. Not the best repair, but it worked. Actually, the car seemed to run better than ever, perhaps due to reduced exhaust backpressure. Next morning we stopped by a hardware store, purchased two 6 mm nuts and made a quick repair so we could hear ourselves think on the trip home.

Getting back to the Spring Tour, the whole group was out in the middle of Joshua Tree and not one of us had thought to bring any nuts & bolts. I think this was about the time Jim started thinking up puns about Alfa nuts. Anyway, we all started looking at our cars for something usable we could scavenge. Ultimately, Claude LeGrand offered up a battery clamp pinch bolt. No, I don't think it was Grade 8. And I don't suppose Jim torqued it to spec, but it worked long enough to drive to the hotel in La Quinta.

Tools are just part of a good emergency kit. Mechanic's gloves are good. Tape is good. Wire is good. If I was smart, I would pack a few nuts & bolts too.

Mike R

Los Alfas Spring Driving Tour

Mk. VI - Git Down Wit Us -- April 12-13, 2008

By Elyse Barrett
Photos by the Barretts, MJ Kulkus, & Steve Edelman

After five years of unique driving and informational events, your tour directors were ready to try something different and the 2008 Spring Driving Tour was just that. Unique. Informational. Different.

Twenty-eight of us gathered at the Mission Inn in Riverside to look through a window on California's past. This first "tour-within-a-tour" took place in your quintessential SoCal spring morning – cool but full of promise with the energy of a sunny afternoon just hovering over our shoulders.

The hotel that evolved from family farm and roadhouse into a destination resort – embellished with the owner's collection of fabulous international memorabilia – is to this day gracious, comfortable and welcoming. Our docents were very well spoken, and obviously loved what they do. They took charge of us for a full-length tour and an encore to snap digital photos on our cameras before we hustled out to the cars for the luncheon leg to, speaking of gracious and welcoming, Bonnie and Charlie Schwartz' Joshua Tree hideaway.

Twenty-six thrill-seekers made the transition to the high desert. The final slint to Bonnie and Charlie's was that

special bit of off-roading that has become tradition in the Spring Tour. The mild day with its slight breeze made both shade and sun luncheons palatable. The next tour-within-a-tour was equally enchanting as we got to see the work of art they call a "construction zone".

Picnic Prize-Winners

First to RSVP - Steve Edelman
Alfa 101 - Jan & Chuck Cline
Italian Abundance -

Sheila & MJ Kulkus
Desert Survival -

Chris Burke & Mike Reible
Stile Italiano -

Christina & Brian LeGrande
Newbie - David Khoe

Of course we lingered at lunch, but Joshua Tree was only a two and one-half hour leg with our two planned scenic stops. We topped off with almost \$4/gallon gasoline and thought we'd compress time a little, driving con brio. So 18 of us in 10 cars headed into the desert.

And it was a lovely, smooth drive until the Barrettmobile GTV-6 lost a control arm bolt whilst leading the pack. The breakdown was not fatal, but it parked us all in the Jumbo Rocks Campground for a few anxious minutes. The offending piece was not found beside the road. However, new tour member Claude LeGrande drew upon significant sports car ownership experience and loaned a completely

serviceable fastener from his spider's battery tiedown. Brilliant and thank you again! We were rolling again in less than one hour. A great reflection on do's and don'ts for assembling your car's tool/spare bits kit is Mike Reible's tech article elsewhere in this newsletter!

Given all the socializing, fun and mechanical delays, we hit the I-10 as the sun was declining into our windcreens. We would need one more hour get to shelter before nightfall – the Embassy Suites La Quinta – but we got there! Comfortably, actually.

The sandstorm winds did not kick up and we were ensconced at the hotel with time to freshen up. Thanks to Doug McHattie, an excellent group rate was ensured for the one night, and we could kick back in the atrium with complimentary happy hour libations.

The day's fabulous conclusion was created by Doug and Joyce McHattie – a most unique blind wind tasting and barbecue dinner at their La Quinta home. The *vino aficionadas* were tested mightily on four whites and four reds, all cloaked in solid white paper bags. Each of us had a scorecard for notes, and could vote for our favorites at the end of the tasting. The biggest favorite became the table wine of the evening, as we enjoyed gourmet burgers and dogs on excellent whole-grain buns, accompanied by salads and desserts.

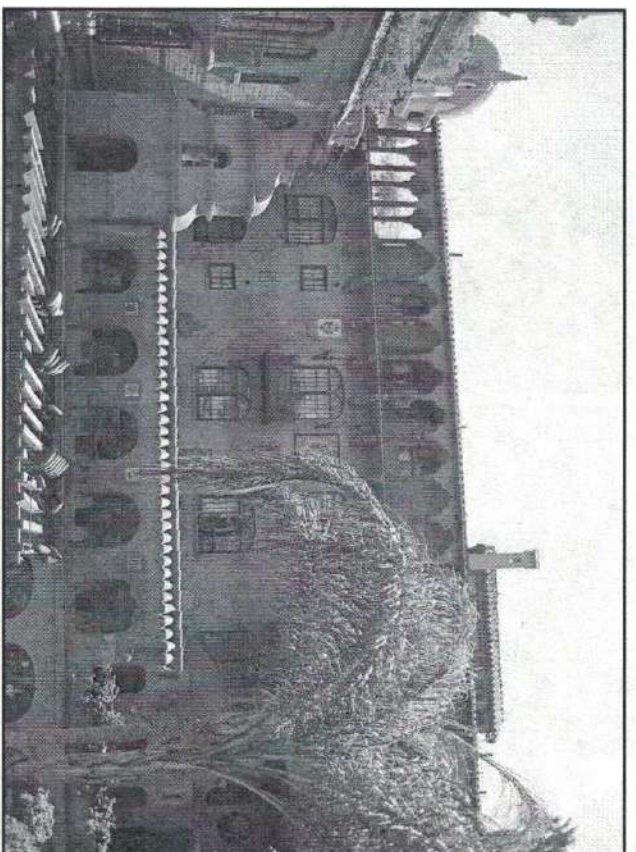
On Sunday morning we all slouched into the atrium to enjoy the complimentary breakfast buffet, strategize the day's driving, and meet members Marty and Marcia Thalman who divide their time between L.A. and L.Q.

We said our goodbyes as "When the Going Gets Weird" tour-within-a-tour group coagulated for its Salton Sea spree and the L.A. contingent collected itself to head north.

Nine of us in five cars did a sweep of North Shore in a four-hour look-see. We viewed some ambitious wetlands restorations, vintage architecture and surreal natural wonders that make driving in SoCal the unique experience it is. There is a bit of driving involved to from there to here. And here (Salton Sea) is where you are if you're not "all there." But we went. It was a special time, and we look forward to other opportunities to do the same.

Thank you, everyone for a happy, congenial event. Please join us next year on another AROSC Spring Driving Tour. In what has become the tradition, we will shift the venue north and look for more unique, informational and different byways to explore at the "top" of the region.

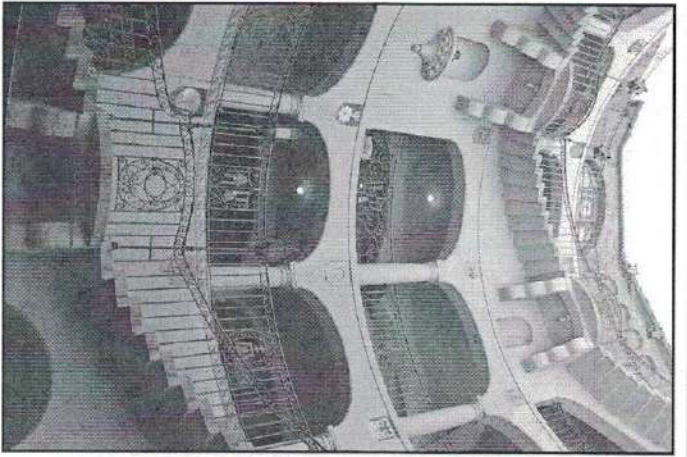
Stats Box - 2008 Tour	
Attendance	
28 Mission Inn	
26 Schwartz's picnic	
19 McHatties dinner	
19 Embassy Suites breakfast	
9 Salton Sea tour	



The historic Mission Inn, with Mission-style architecture.



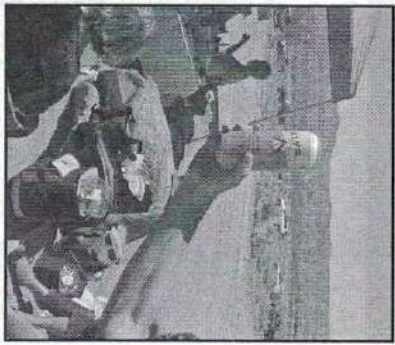
The 28 early risers at the Mission Inn tour-within-a-tour.



The Mission Inn Rotunda -- a private wing for high-profile guests. The ambience recalls old Spain.



Mike & Chrise won the desert survival prize -- indoors.



Alfa Beer -- Charlie's Desert Rat special.

Lancia

Alfa Romeo

FIAT

Santo's Italian Car Service

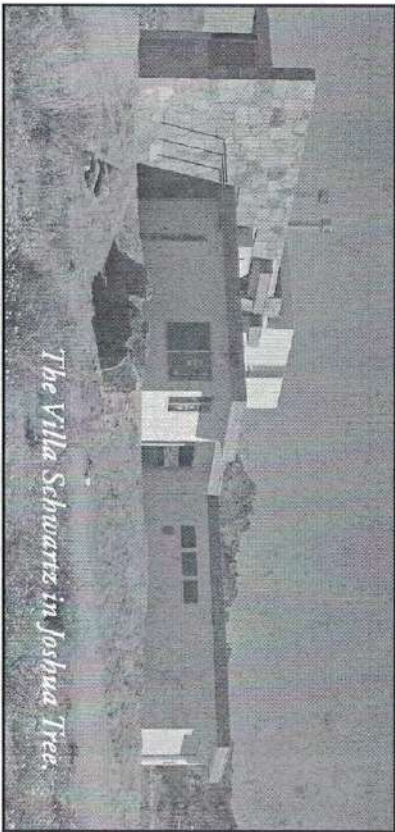
Santo Rimicci
8816 Amigo Avenue
Northridge, CA 91324

Telephone
(818) 701 - 1614

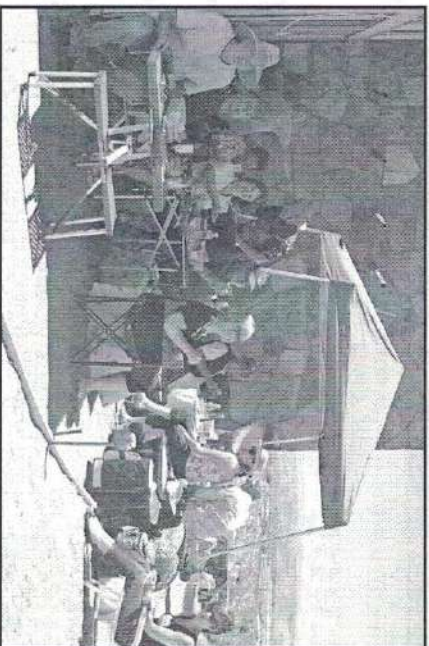
Monday thru Friday 8 to 6, Saturday 9 to 3



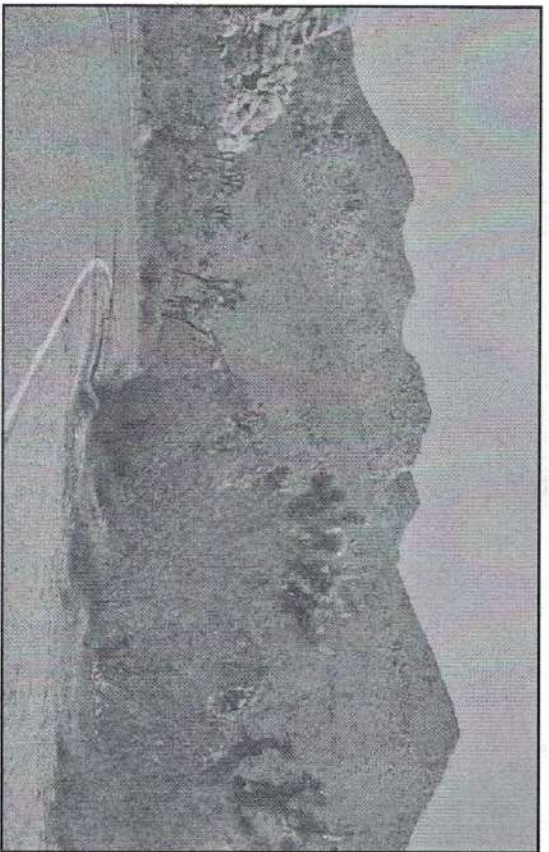
Into every tour a little dirt road must be driven -- access to Schwartz's



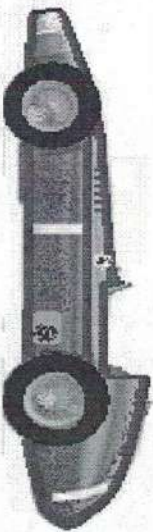
The Villa Schwartz in Joshua Tree.



The lunch group at Villa Schwartz - shade or sun seating?



Joshua trees in the park -- a different type of desert scenery



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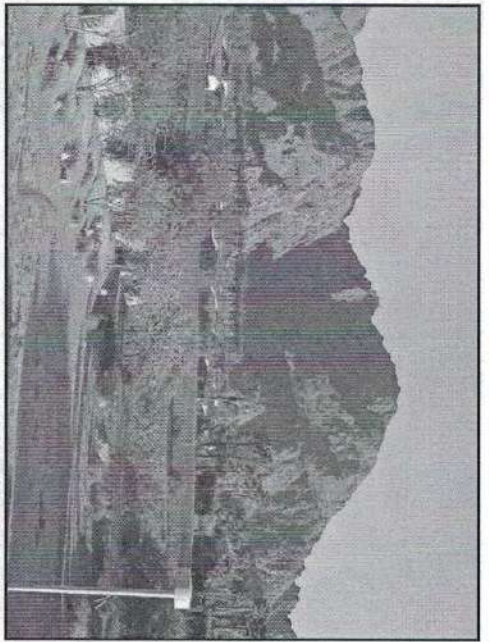
Happy hour at the Embassy Suites --warming up for wine tasting?



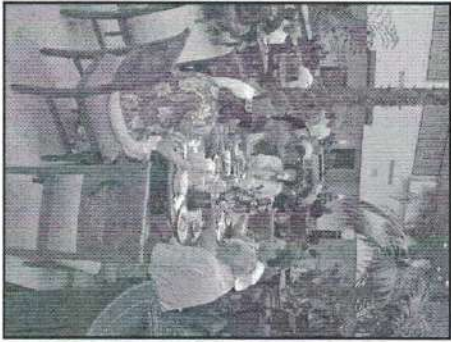
Doug & Joyce McHattie kick off their superb blind wine tasting.

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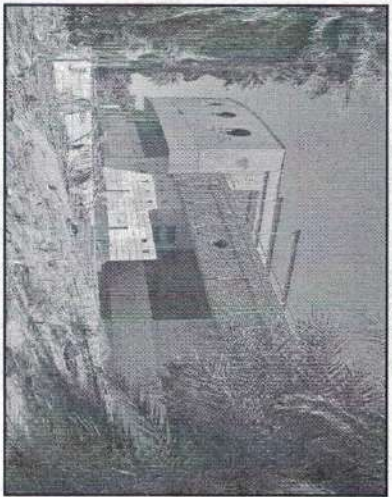
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Morning in La Quinta -- view from the Embassy Suites



Upright and ready to go, Sunday morning at the Embassy Suites brunch.



The Salton Sea North Shore Yacht Club has seen better days!



Free swim, anyone?

IT'S BRAILLE RALLYE TIME AGAIN



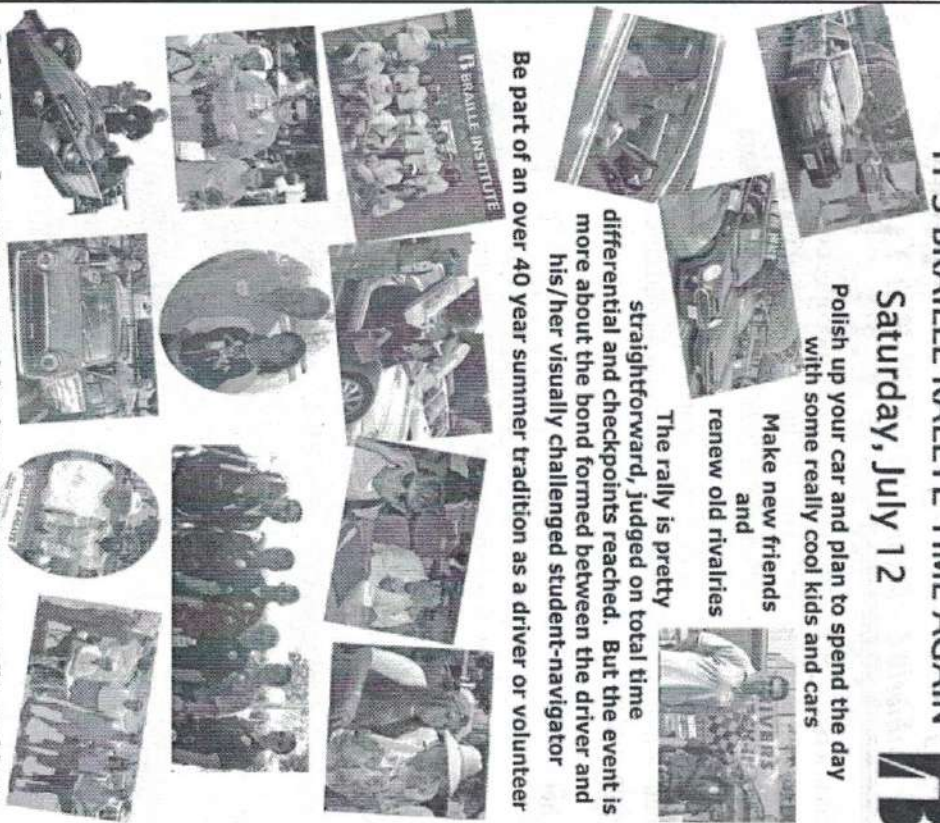
Saturday, July 12

Polish up your car and plan to spend the day with some really cool kids and cars

Make new friends and renew old rivalries

The rally is pretty straightforward, judged on total time differential and checkpoints reached. But the event is more about the bond formed between the driver and his/her visually challenged student-navigator

Be part of an over 40 year summer tradition as a driver or volunteer



Join drivers from sports car clubs, law enforcement, media, and just plain folk to make this a special day for special youth, who have met established reading goals to qualify to participate

Further information will be provided in the June newsletter, or you can contact Pat West at nseandwest@verizon.net or (714) 841-1249. The Rally starts at the Braille Institute, 741 N. Vermont, Los Angeles, CA 90029, with gates opening at 7:00 AM, driver's meeting at 9:00 AM, and Rallye starting at 10:01 AM, concluding about 3:30 PM, after the lunch stop. No special equipment needed, just come and have fun.

May/June Meeting -- June 7 Special Tour

The Bothwell Collection, Woodland Hills

This is a rare opportunity to tour a wonderful collection of old cars which is not open to the public. The cars have either a racing history or are of historical significance in the development of the automobile.

The collection is housed in old barns on the grounds of the Bothwell citrus ranch. All the cars are in original, unrestored condition, and are kept in running order.

When: Saturday, June 7, 2008

9:45 AM -- don't be late or you won't get in!

The tour will last approximately 2 - 2.5 hours.

Where: Rancho Rinconada

530 Oakdale Avenue (Thomas Bros. Map 560 E2)

Woodland Hills

This is south of Ventura Blvd., between Tampa and Winnetka.

Parking: inside the gate off Oakdale Road, gather in the parking lot to begin the guided tour at 10:00AM.

Miscellaneous Requirements: NO SMOKING ANYWHERE!

- No food or drink available, BYO water
- Wear comfortable shoes -- walking areas are gravel
- Wear sun block and hats -- the Valley gets warm in June.
- This is private property -- photos are OK, but not for release to any media, internet, or other distribution.
- There is a limit of 60 adults on the tour -- RSVP to Phyllis at AROSCeditor@aol.com, and let her know if you can't make it.

Cost: \$5.00 per person for the tour, paid in advance or at gate.

Lunch: (The necessary part of any Alfa Club gathering)

We will follow the Silvermans to their home in Chatsworth for lunch and a brief meeting. Bring your own folding chair and beverage of choice. A minor charge will be asked to cover food.

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The entry form is bound into the last (April) issue. If you wish to enter something other than an Alfa, please check the web site for other classes: www.hbconcourse.org. You may send the entries to Phyllis Gaylard, at the address on page 3, as she will be entering the data into the computer. Note that the deadline is May 23, but we would greatly appreciate them arriving earlier so that we aren't in data-entry mode at the last minute.

For another \$10 you can enter the AROSC Concourse held in conjunction with this event, for club points!

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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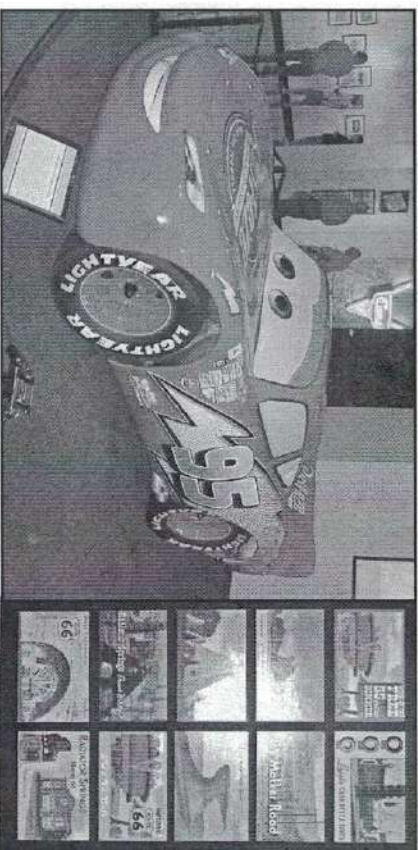
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April Meeting -- Petersen Museum Tour

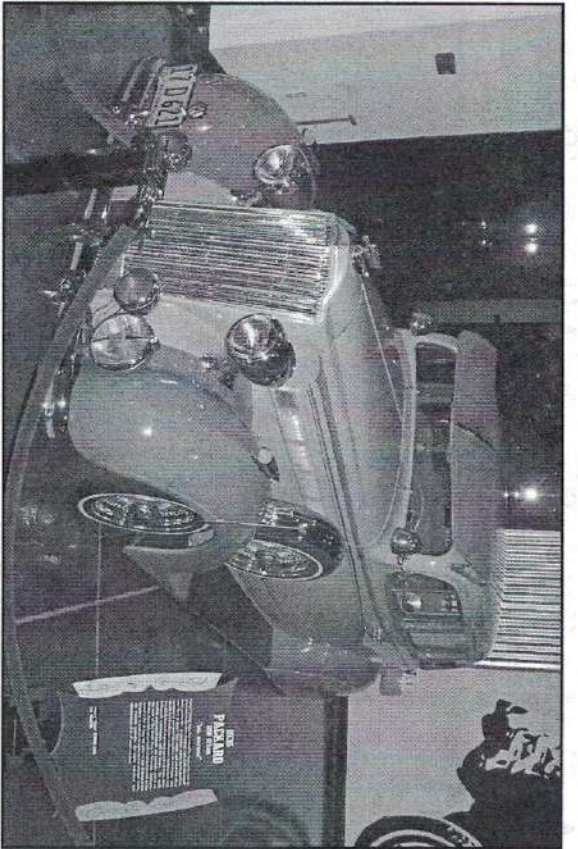
Photos by MJ Kutkus, Paul Dexler, and Phyllis Gayland



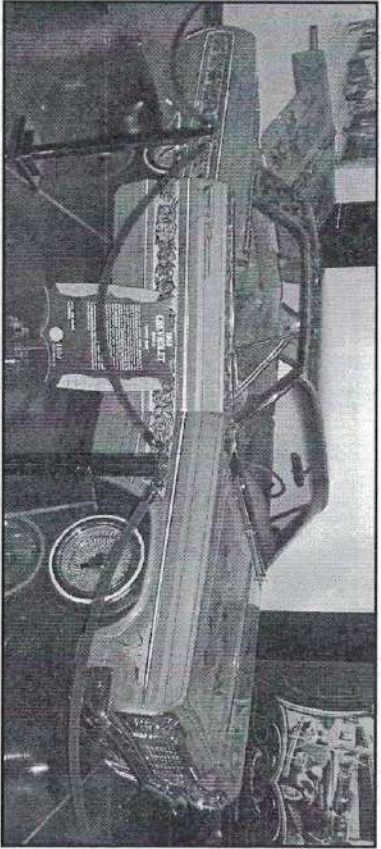
The meeting and tour begins with our tour guide & docent Norman.



An exhibit from the movie "Cars" with a full-sized Lightning McQueen, "Postcards from Radiator Springs", and some small models.



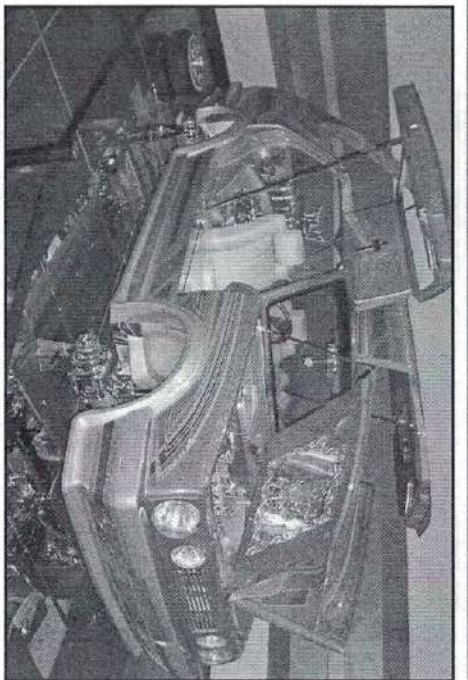
A 1934 Packard "Mr. Magfoso", a low rider "bomb".



A more contemporary low rider: a 1964 Chevy Impala "Gypsy Rose"



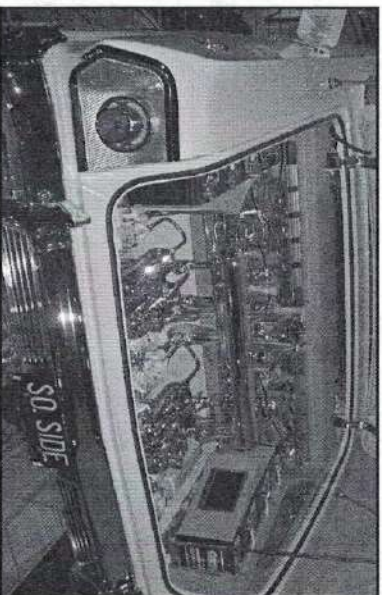
A low rider Schwinn bike -- even the kids get into "Livin' the Low Life".



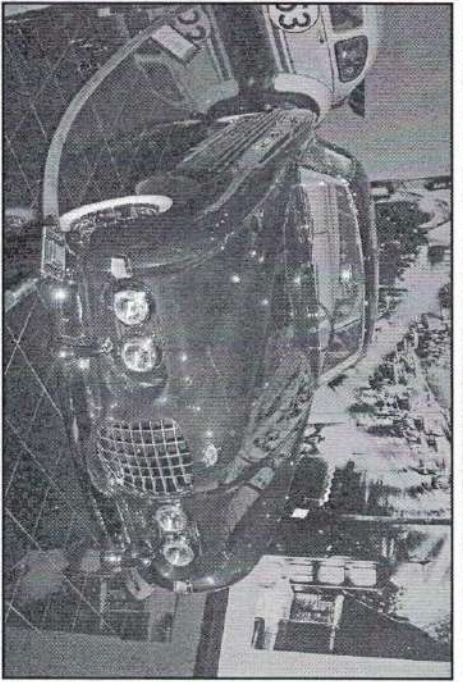
A 1988 VW Jetta (really) "The Passion" -- try this with an Alfaetta sedan!



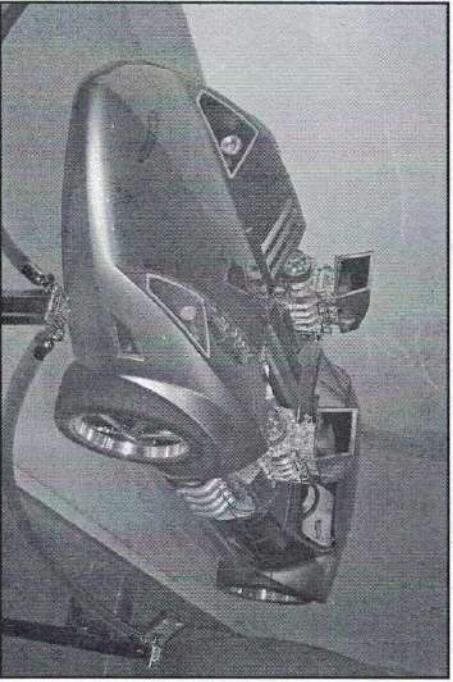
The history of the Chavez Ravine residents evicted to make way for Dodger Stadium, pictured on an ice cream truck.



The complex pneumatics to work the low rider height effects.



Ria Hayworth's 1953 Cadillac Ghia



The "Twin Mill", first car based on a Hot Wheels toy.



We dined on our picnic lunches in the self-serve cafe.

View from Turn 3

Buttonwillow Race and Time Trial -- April 19-20

Story by Terry Major
Photos by Zambri & Van Hap
Photography and MJ Kulkus

Friday afternoon prior to the event scared me just a little bit as a few of us met a gentleman who trashed a Ducati superbike that afternoon. The bike was not his, he damaged his left shoulder a bit and the bike's owner hadn't seen it yet. The owner came around the trailer, saw the bike and the rider, paused, and asked the rider how his shoulder was doing, then stated the bike had only 87 miles on it, but, "it's okay, I have another new one in the garage!" I was concerned because the Alfa guys hadn't run the track backwards in a long while and were under the impression it was more dangerous. My concern proved unwarranted as all of our cars went home fully intact from this weekend at Buttonwillow, even backwards, with Mazda hairpin, Bus Stop and an altered Buttonhook.

Again, our normal reporter for the *Alfacionada*, did not attend, leaving the storytelling to my best recollection of the weekend without a lot of conversation with all of the players. My time behind the wheel prevented the detail you

may be accustomed to. Something else... Dennis Fitrow no car this weekend, but he did get to drive Don Wagner's Mustang. Do you think he managed to keep it on the track for the whole session?? I don't think so. What about Bruce, who brought no car, but ended up driving four vehicles over the weekend. Hey Bruce, is that any fun, getting to drive, but not having to bring a car?

Okay, **BACKWARDS** (very different from our normal), **BUS STOP** (that first turn really gets your attention, just ask everyone who went off there. No, just ask every driver on the track-I think we **ALL** went off there) **BUTTONHOOK** - the 90 then the buttonhook draws you in very deep and then announces **YOU WENT TOO DEEP** (that first turn really gets your attention, just ask everyone who went off there. No, just ask every driver on the track-I think we **ALL** went off there. **MAZDA HAIRPIN** - After full speed in the esses, turning in to a high speed sweeper to extremely heavy braking proved to be difficult. Just ask everyone who went off there..... The direction of the track proved to be very satisfying and I am sure

every driver enjoyed the differences. It seems to be more of a driver's track going counter clockwise, and I look forward to future events going this direction.

Friday night the "paddock club" made Saturday night club dates look like a walk in the park. The four or five vehicles parked in our paddock area included BBQ'd food, booze, trash talk, busted thumbs, smashed fingers, and empty bottles, and that's only the stuff we could see.

Saturday morning driver's meeting 7:15 sharp, many, many players. The meeting was conducted by Luc Noel (head of Nor Cal Racing). It included Luc, Dean Steward from TCRA and Dennis Fibrow of AROSC. We went through the normal meeting notes including information about the track going the other way, upgrades, updates, flags, safety and the like. After the meeting, the buzz was "WHAT DID HE SAY?" You really had to pay attention to catch what this guy was saying, as his accent was very, very cool, but very, very French.

On to the track.

Time Trials
Saturday there were a total of 49 time trialers and 25 racers. Many of the time trialers were racers.

Their times will be posted on the website. You will have a very well-rounded group of cars and drivers ranging from very, very fast 2:02.718 all the way down to 3:01.828. These cars included GTR Porsche, GT1, GT3, Corvettes, Vipers, Lotus Exige, Boxters, RX7s, 350Z, red Ferrari, Alfas, GTVs, S2000s, MR2s, Celicas and an old Fiat X1-9.... a pretty wide array of drivers and cars. Many of our club's time trialers did very well for their group, Jess Thyssen, Todd McNall, Jim Ferris, Zamani Zambri, Mustafa Safie, all very satisfied with their times, except Terry Watson who might have got a better time if he kept that white Mustang pointing in the right direction. (Hey Terry, you have to brake before making the turn in to I at Buttonwillow. Paul Blankenship finished his weekend very satisfied, although his time didn't reflect the amount he had during his timed run. Apparently David Herring blew Blankenship's time away as Herring kept the wheels pointed in the right direction. Paul got lost in the desert and other competitors only saw a tan Alfa. Paul's car used to be green!

On to race group

With Nor Cal each day was separate. So we were set to qualify for a 30 minute session,

then race a 12 lap race on a track over 3 miles. This happened the same on both days. For me, each day was a little bit different due to a certain white Mustang, (Don Wagner) showing much improvement from Saturday to Sunday. I luckily qualified ahead of him both days, and Saturday I was able to keep my distance through the twisty bits to ensure there was not enough time on the straightaways for him to power ahead of me. But, on Sunday, Don took advantage of the start by one car position and was able to fight a nose to tail battle throughout the 12 lap race without making a mistake giving up the position. This was a battle taking its toll as we were both exhausted at the end of both of these races.

Saturday's race started 25 cars and turn 1 was very exciting as Jim Ferris' Monte Carlo was dancing over the berm to the center of the track forcing Emilio to do the side step. They came out clean and the race continued. This race included the Vipers, the Lotus, the Boxters, a white and silver Porsche, a Ferrari, Miatas, Celicas, MR2s, and a Mustang. The race had the three Vipers lapping the field not once but twice, at 17th place. Jim's Monte Carlo, lapped many of us once. Jess Thyssen's Alfa held off Terry in the MR2 who held off Don

Wagner in the Mustang for the balance of the race. The yellow Celica of Cameron Chapman made some good passes, but lost his brakes and tires in the end, and pulled off. Beverly was able to keep the Silver Celica of Clive Richardson in her mirrors for the full race. Unfortunately, him trying to stay up with Beverly, made his car tired as he did not enter the race on Sunday. Everyone was extremely satisfied with Saturday's race except the Boxter who tagged the tire wall coming out of the last turn, on the last lap. He was okay. The race was a good show for the spectators.

Sunday's race did not have as many cars, but provided as much excitement, or more, for the spectators. On Sunday, qualifying was very similar: 19 people qualified, but only 18 cars took the start of the Sunday race. 1 Viper, 1 Lotus Exige, Green & Silver Boxter, Frank Cervetto's red GTI, Silver Boxter, red Boxter, Ferrari 355, the spec Miatas, Todd, Emilio (last race for the golf) Jess, Wagner, Major, Jewell and Rios in another Boxter. I am not too aware of what happened in Sunday's race, as I was involved in a nose to tail battle throughout. Many spectators talked to many me about Todd and the 2 Miatas. I do not know if they aced him on the start, but I do know he had to

fight to take them back. These Miatas are fast, and even Todd had to work to get by them. Emilio had to work pretty hard to get around that red Boxter, which he finally did (Emilio's car does not seem as fast as in the past, could it be missing some go-fast parts?). Jess pulled away from Wagner's Mustang and Terry's MR2 and might have got in a battle of his own. However, behind him, Don and Terry could not have been closer. A couple of small mistakes (one tank slapper out of cotton corners) but not enough to allow a pass. The race ended after 12 laps with Connie Bogan in a Blue Viper taking the checkers (ask her about the first turn in the bus stop). She spun twice in her maiden victory. Congratulations to her! Danica was not the only female success story of the weekend.

I had a great time racing with many different people on the track. We had people from Northern California to San Diego sharing a passion for putting the rubber to the road. It seems that most of the drivers were very polite and this applied to all three clubs in attendance. It didn't hurt that the weather was perfect the 2 1/2 days that we were here.

Hope to see you at the next event here at Buttonwillow on June 28-29. It looks as though the Alfa Club is thinking about running this track BACKWARDS, with the BUS STOP, with the MAZDA HAIRPIN, and the new BUTTONHOOK.

Look forward to seeing you all there!



Saturday's dinner.




Paul Blanenship back in the pils after his "farming" activity



Dirty Teddy says "Wash me".

FIAT

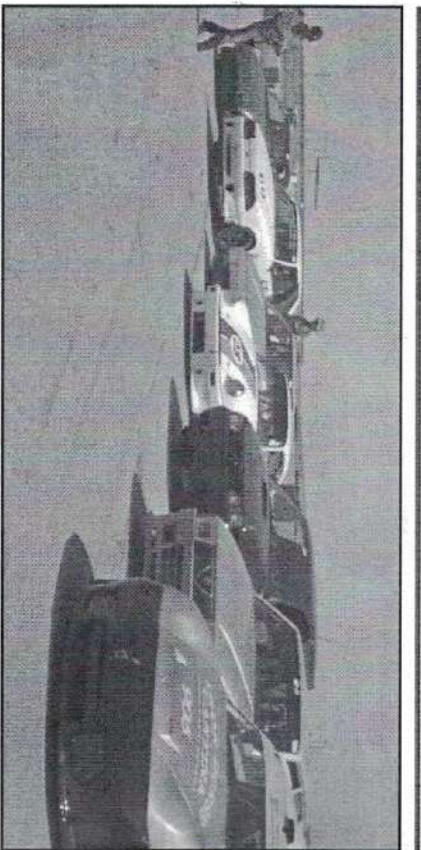


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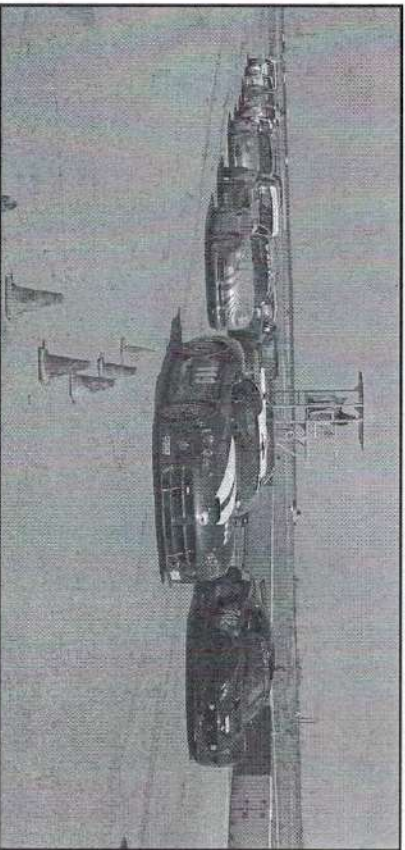
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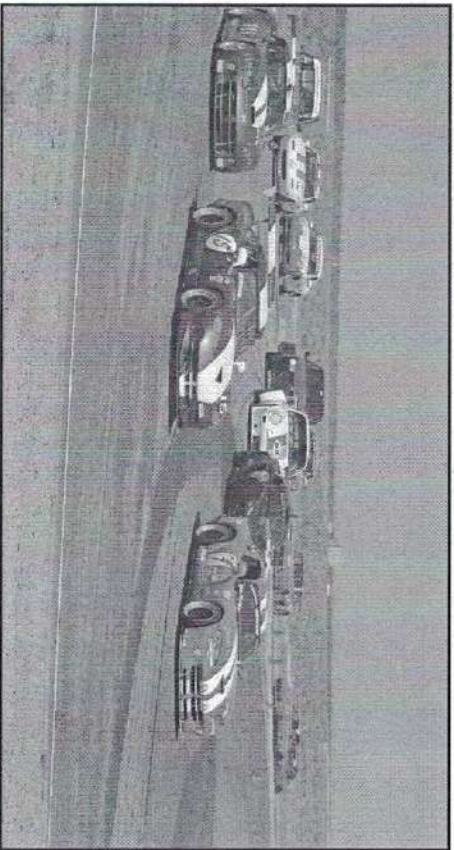
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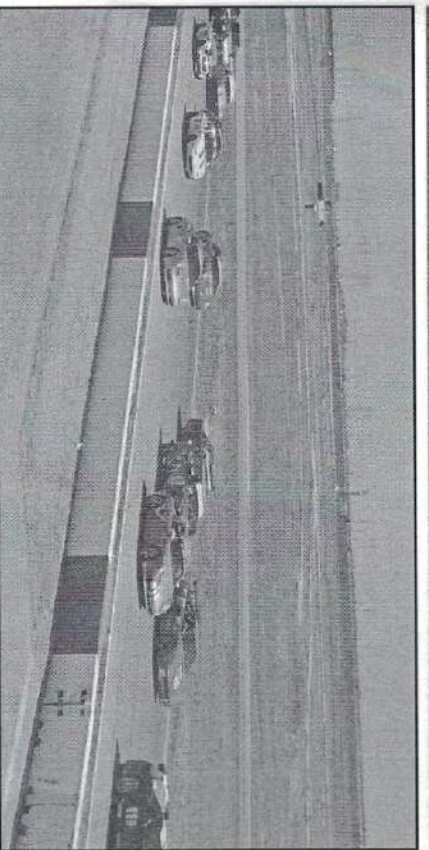
Cars grid up for the Sunday race.



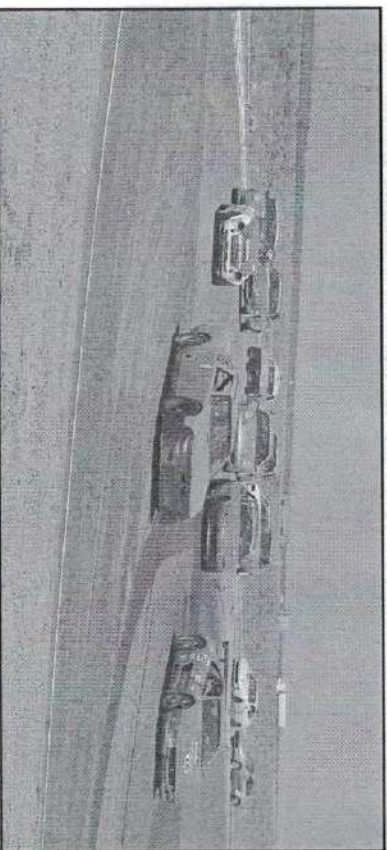
Ready to go on the track -- adrenaline is high!



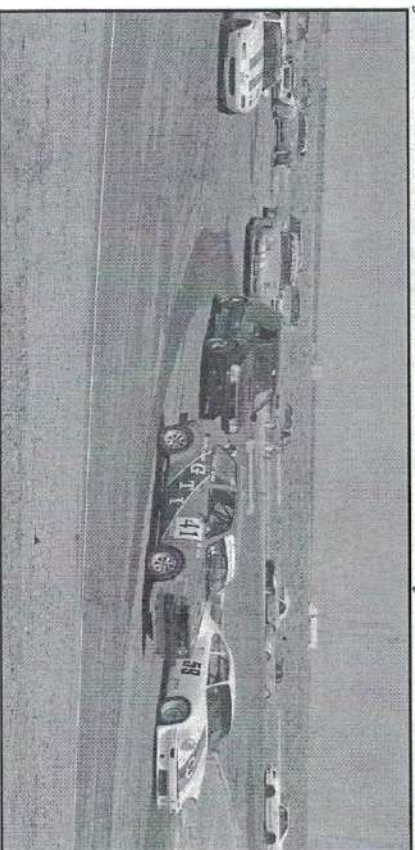
The group is aligned for the start.



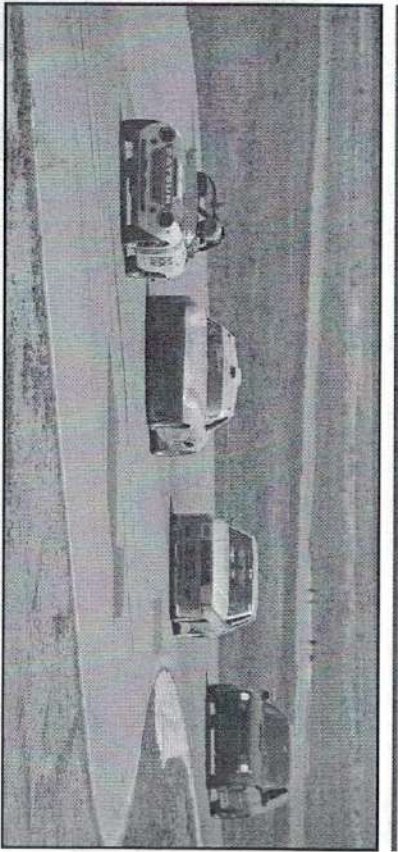
"And down the stretch they come!" -- the race starts.



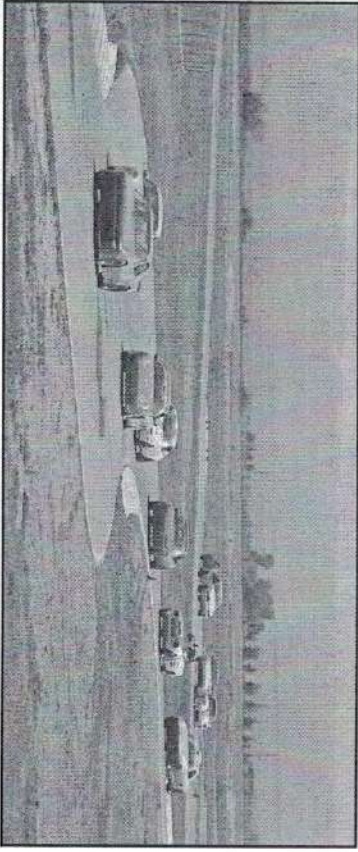
Jim Ferris & Todd McNall start the race on Sunday.



Emilio's VW has his last start -- race on Sunday, sold on Monday!



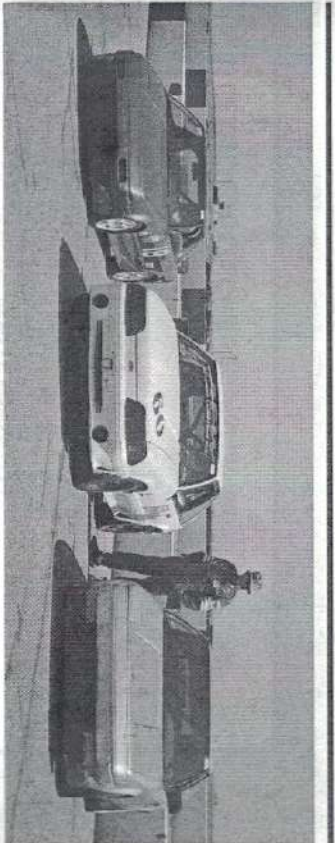
Todd McNall battles through the esses.



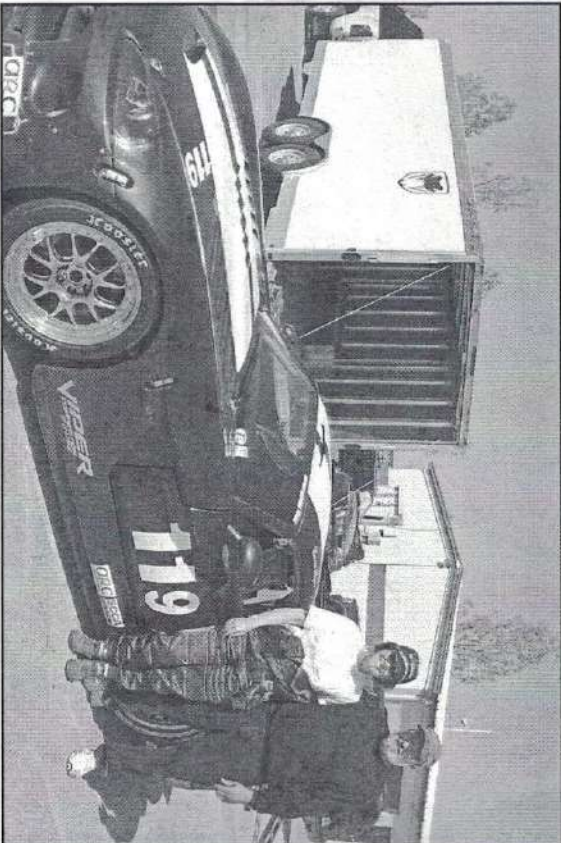
Jim Ferris pulls the field through the esses.



The Milanos stick together in the pits.



Is that the McKibbin group stuck together in the pits?



The happy race winner Connie Bogan with her Blue Viper.

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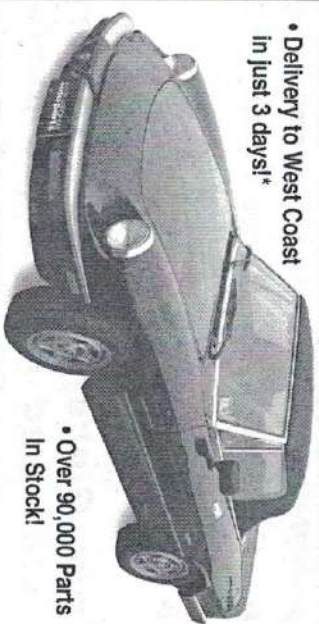
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