



Newsletter of the

Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



May 2009

**In This Issue: April Meeting,
Time Trial, upcoming events,
and more**

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<p>August</p> <p>2 Braille Rallye 2007</p> <p>5 Board Meeting @ Luigi's</p> <p>13-16 Concorso Italiano, Monterey Historics</p> <p>29 General Meeting - Drive - Dine - Shine</p>	<p>July</p> <p>1 Board Meeting @ Luigi's</p> <p>15-19 ARCC Convention @ Portland, OR</p> <p>26 General Meeting @ Summer Party, Huntington Beach @ Phyllis'</p>	<p>June</p> <p>3 Board Meeting @ Luigi's</p> <p>7 HB Concours</p> <p>27 Meeting - Tour Riverside Auto Museum</p>	<p>May</p> <p>6 Board Meeting @ Luigi's</p> <p>16-17 Spring Driving Tour - PCH Adventure</p> <p>7 Meeting @ Cars & Coffee + Tour of collection + Brunch at Cline's FV</p>
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Our 2009 Calendar



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.arsoc.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

Afficionada 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 *Afficionada*.

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>Afficionada</i> .
1/4 page	\$100 per year	
Business card	\$100 per year	

This Month's Cover

Art Russell's GTV takes to the track at the Fontana Parking Lot time trial (Auto Club Speedway). Photo by Mike McKibbin.

Disclaimer (a.k.a. Lawyer Repellent)

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

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2009 AROSC Previews -- An Outline of Coming Events

May 30 – General Meeting at Cars & Coffee, Brunch at Cline's, + Murray Collection Tour

Starting with an 0-dark:30 gathering at "Cars & Coffee" in Irvine, continuing to a tour of the Murray's car collection, and ending with a brunch at the home of Jan & Chuck Cline, this is an early but fun day. See page 180 for details and itinerary.

DON'T MISS:

May 30, Cars & Coffee, Murray Car Collection, Brunch at Chez Cline
June 7, Concours at the H. B. Concours in Central Park

June 3 – Board Meeting at Luigi's, 7:30 PM

June 7 – Concours at Huntington Beach Concours, Central Park, 8:00AM – 4:00 PM

This will be our first points concours, as we passed on a concours at the Peteresen last month. This is a fun, relaxed event like Woodley Park, with more cars, and event trophies as well as AROSC ribbons. Please send in your entry to the H B Concours by May 22 as they have hundreds of cars to enter in the data base and to plan for parking in the park. Late entries will be charged an additional fee. See centerfold for entry form and class details.

June 27 – General Meeting and Tour, Riverside Automotive Museum, 1:00 PM

This museum has captured the history and cars that made Riverside International Raceway great for so many years. Don't miss it! We will

join the Riverside Foreign Car Club for a meal in the area. More details next month.

July 1 – Board Meeting at Luigi's, 7:30 PM

July 15-19 – AROCC Convention at Portland, OR

July 26 – General Meeting and Summer Party at Phyllis', Huntington Beach

August 2 – Braille Rallye

August 5 – Board Meeting at Luigi's, 7:30 PM

August 13-16 – Monterey Histories Weekend

See info on pages 8-11 about venues for Italian Car shows, room reservations, parties, etc. Note the early deadlines of June 20!

August 29 – Drive/Shine/Dine Event (Note date change)

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

September 12-13 Time Trial & Race at Willow Springs

September 26 – Nethercutt Museum Tour & General Meeting + Lunch @ Silerman's

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

October 10-11 – Wine Tour

October 24-25 – Time Trial & Race at Buttonwillow

October 31 – General Meeting TBD

AROSC extends its most sincere condolences to Jon Norman (Alfa Parts) on the death of his wife last month, a victim of a drunk driver. **DON'T DRINK & DRIVE!**

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

If you are planning to attend Concorsi weekend in Monterey this August, PLEASE read the special article in this issue, starting on page 8.

Busy month and lots of happenings going forward. We started with a nice turnout at the Agua Dolce winery, enjoyed their wonderful hospitality, did some serious tasting and lunched at Vincenzo's (peanuts on the floor) Pizza Restaurant in downtown Agua Dolce.

Those competition drivers that missed the Time Trials at Fontana missed a load of fun. More like a super autocross on the 1 mile track set up by Dennis Fibrow and his team (see inside). Your control skills would have been tested to the edge. For those who have not learned how to control your car under quickly changing conditions, we will be offering a safe alternative to help you develop those skills in our new High Performance Driver Education program September 12th & 13th. Prepare now, more to follow.

The month ended with a farewell tour put on by the Legrand family, who are moving, as we write, to N. Carolina. The day was so

sensational that I forgot to hold the General Meeting. Starting in Moorpark, we took some quick roads to the Murphy Car Museum in Oxnard. What a treat. We cannot begin to thank Dr.

Murphy for not only assembling this great collection of vehicles and the super sized HO Gauge railroad layout being built, but for his personal attention and obvious joy in his accomplishment. Leaving the museum we headed down Rt. 1 to the beginning of Mulholland Highway (LOL) for a canyon run to Malibu Family Winery. What a find. Great picnic area, fun for the kids, good wine – just a pleasure. Evie has already decided, that while the days are long, we will be dining al fresco a few time during the summer.

Whoopee. Time for the Spring Driving Tour May 16th & 17th. The great adventure awaits. I believe all the rooms that the Barretts had blocked out at the Palm Tree Lodge are gone, but I understand they can provide nice accommodations close by. Come join our friends from the San Diego Club and enjoy an interesting adventure ending with lunch in Fallbrook at the beautiful home of Erica & Dave Hearing.

This month's upcoming General Meeting (May 30th) has the potential to be the largest showing of Alfa Romeos outside of the Concorso Italiano (which has been the largest gathering of Alfa's in the USA). "Cars & Coffee" at PAG, 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 featured Marque for the third year and will have a designated parking area at the Premier Auto Group Center. Last year we had 84 Alfas and this year WE WOULD LIKE TO SEE 100. (See page 20 for specifics).

After PAG we have been invited to take the short to visit the Murray's car collection. Following this visit we will gather for brunch at the home of Jan & Chuck Clime. For those coming down the night of the 29th, 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 at Oso Pkwy in Mission Viejo,

et al. If you are coming down Fri. PM, there is an open invitation for a casual potluck dinner organized by Jay Mackro & Catherine at their home in San Juan Capistrano starting at 6:30 PM. All Alfisti are welcome to attend and encouraged to bring wine, salads or deserts. Jay & Catherine will provide the main course. Their home is located about 20 minutes south of the Ford PAG facility where Cars & Coffee is held – the address is: 27152 Paseo Del Este, San Juan Capistrano, which is off the "Beach Cities" – Camino Las Ramblas" exit from the 5. Call Jay at 949 388 4533 or email at jmackro@cox.net to RSVP and obtain detailed directions.

On June 7 we will hold our first Alfa Club Concorso of 2009 at the 24th Annual Huntington Beach Concours d'Elegance held at Huntington Beach Central Park, behind the world famous Huntington Beach library. There are a multitude of classes so everyone can bring their pride & joy. Please contact Phyllis Gaylard if you need an entry form, or check out hbconcorso.org.
Keep the Wheel Side Down,
Rex I and Regina I

MONTEREY HISTORICS WEEKEND

The annual Monterey "weekend" is a highlight for many Alfisti. As in years past, Delta Sierra and the Alfa Romeo Association have arranged hotel accommodations, dinner at Gino's Restaurant, wine tasting at West and Maggie Clark's, and tickets and corral passes for the Historic Races at Laguna Seca (please see the ordering information elsewhere in this issue.) However, the choices for where to go on Friday, August 14, 2009 have gone through some major changes. The result is we now have two competing Italian car events to choose from for Friday: **Concorso Italiano and the new La Dolce Vita** event. This article will give background and information on both events and the changes. We'll also talk about the reasons we, along with ARA and Delta Sierra have chosen to endorse the **La Dolce Vita event for 2009**.

Many were unhappy last year with Concorso Italiano being held at the Marina Airport. The airport venue, while unique, was definitely not very Italian car friendly. However, the possibility of a 2009 return to a golf course setting seemed unlikely since the Concorso organizers had a multi-year contract with the airport. Rumors and hopes of a change percolated over the winter, but nothing materialized. Over the winter our club was contacted (along with the other Italian car clubs) by a different group of event organizers who were looking to start a new Italian car event back at **Blackhorse Golf Course**, where the

Concorso event used to be held. Ironically, these organizers are affiliated with same Maserati group (MIE and M C D) that started the original Concorso Italiano in the 1980s. The new organizers were eager for feedback from our club and the others on what we'd like in an Italian car show. **The goal was to get the Friday Italian car event in Monterey back to the event's roots when Concorso was fun, and back to the Blackhorse golf course location.** In February the new organizers announced their event "La Dolce Vita - Automobili at Blackhorse" (www.montereybayconcorso.com).

Following the announcement about the new La Dolce Vita event, word came out the Concorso Italiano event had new owners who vowed to return the Concorso event to a golf course as well. **Two weeks later the new location for CI was announced: Laguna Seca Golf Ranch.** Event details for Concorso are available at www.concorso.com.

Faced with the two competing events, we contacted the Alfa Romeo Association in the Bay Area, and other AROC Chapters on the west coast. This led to much discussion and even a multi-club conference call to weigh all of the options. As many of you know, beyond attending the shows, our Alfa groups also work with the event organizers to help plan and coordinate the Alfa displays, exhibitor parking, etc. Rather than split up our resources, the clubs felt that picking

one event for our participation was best. After considering everything, **the Alfa clubs were unanimous in choosing the La Dolce Vita event for 2009.**

The decision to choose La Dolce Vita over Concorso Italiano was not easy, and was based on multiple factors. By all appearances, the new event should be outstanding. Our research indicates that the organizers are Italian "car people" who have really done their homework. They are also aware of the value of having Alfa Romeo cars at the event, and have provided us with prime car positioning. The extensive preliminary work and event layout already completed by the La Dolce Vita organizers was important as well. In fact, it is likely that the new La Dolce Vita event may have been a key

factor in the recent changes announced for the Concorso event.

We realize, of course, that everyone can make their own decisions, and can certainly choose to attend Concorso Italiano. We just felt it important to let everyone know that AROSC, ARA, & Delta have chosen the 2009 La Dolce Vita event at Blackhorse for our official presence.

P.S. Be sure to check all the deadlines and early bird pricing information, and get your event and hotel registrations in soon. Some deadlines are coming up fast!

THE EVENT 2009 Features:

- Alfa Romeo and Maserati Race Cars,
- Celebrating the 50 Year Anniversary of De Tomaso.
- Larry Crane (who has been a AROSC guest speaker) to MC at event.



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AUGUST 15-17, 2008: HISTORIC RACE WEEKEND AT LAGUNA SECA RACEWAY

Please enter La Dolce Vita vehicles directly at www.montereybayconcours.com or kam@maseratinet.com

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

The **TOP HALF OF THIS PAGE IS FOR ADVANCE RACE & CORRAL TICKETS ONLY**. Your order must be **IN MY HANDS NO LATER THAN SATURDAY JUNE 20th** in order to meet the track's deadline for advanced purchases.

Race and Alfa Corral Ticket Prices Aug. 14-16

3 Days: Fri - Sun, \$125 per person: No. _____ Amount (US \$) _____
 2 Days: Sat & Sun, \$95 per person: No. _____ Amount (US \$) _____
 Saturday 8/15 only, \$65 per person: No. _____ Amount (US \$) _____
 Sunday 8/16 only, \$50 per person: No. _____ Amount (US \$) _____
 Friday 8/14 only, \$50 per person: No. _____ Amount (US \$) _____
 Alfa Corral Pass (Sat and Sun only), \$1.00 per car per day
 No. Sat: _____ No. Sun: _____ Amount (US \$) _____

HANDLING FEE PER ORDER (REQUIRED): \$5.00

Total ARA Amount (including handling fee please) \$ _____

NAME & ADDRESS: _____

EMAIL ADDRESS & PHONE NUMBER: _____

Send the top part of this form with check made out to ARA to arrive by **SATURDAY JUNE 20** to John MacLay, 426 Blackstone Court, Walnut Creek, CA 94598-3717. **YOU MUST INCLUDE a Business sized (4"x9", #10) 44-cent stamped Self-Addressed Envelope for return of tickets. Do NOT send small envelopes. No check or no envelope, no tickets!** Any questions, e-mail preferred to johnmacalay@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 15, 1044 Majella Road, Pebble Beach, Saturday, August 15, 3:00 to 6:00 PM. Complimentary. RSVPs are

essentially unnecessary but you may call 831-644-0661 for confirmation or directions if desired, or e-mail wrmclark@aol.com. Enter PB at gate off Rte. 1; tell the guard you are going to the Clark party. After the gate, take the first right turn on Congress, follow Congress until you come to Majella Rd on your left, take a left on Majella and go three blocks to 1044.

HOTEL ROOM AT LAUREL INN, SALINAS AND COMBINED ALFA CLUB DINNER AT GINO'S SAT 8/15/09

Delta Sierra has reserved 40 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 the 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 Treadwell, 4713 Lake Drive, Carmichael, CA 95608.

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

Single (1K) Smoking Y N Double (2Q beds) Smoking Y N
 1 2 nights (8/14 & 8/15) \$214.40 1 2 nights (8/14 & 8/15) \$247.40
 1 3 nights (8/13 to 8/15) \$321.60 1 3 nights (8/13 to 8/15) \$371.10

AUGUST 15, SATURDAY NIGHT DINNER, 7:30PM, GINO'S, 1410 S. MAIN STREET, SALINAS

Italian buffet style menu with some tasty new choices for our clubs includes Penne Pasta with Gorgonzola Cream Sauce, Chicken Marsala, Grilled Skirt Steak, Vegetable Medley, Garlic Bread, Dessert, and Wine. 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 \$ _____

TOTAL ROOM AND DINNER AMOUNT ONLY ENCLOSED:

\$ _____

NAME _____

EMAIL ADDRESS _____

MAIL ADDRESS _____

PHONE _____

Agua Dulce Winery & Pizza Run

By M. J. Kutkus

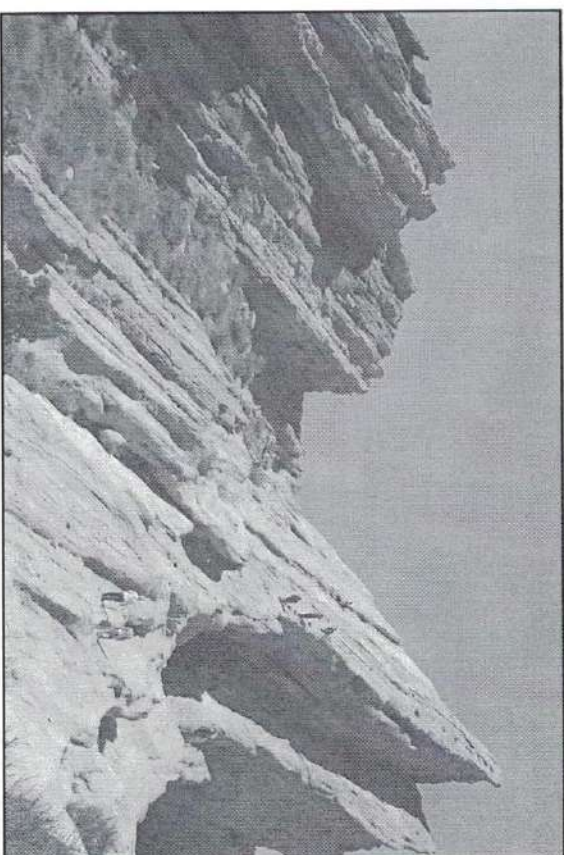
About 20 club members took the drive through canyon country on a windy day to enjoy fine wine at Agua Dulce Winery and great pizza at Vincenzo's! Agua Dulce opened up their private tasting room for our exclusive use, and extended their deeply discounted club-member prices for our wine buys. After the leisurely sampling and tasting, we headed down the road to Vincenzo's, where we enjoyed fabulous pizza with our purchased wines - at no corkage fee, courtesy of the owner. Fine wine, fabulous food, great company, all made for a fine Alfa afternoon!



Wine tasting at Agua Dulce Winery -- fun in the private tasting room so we didn't roudy-up the main tasting area -- Elise & Jim Barrett, Norm Siberman, and Gene Brown.



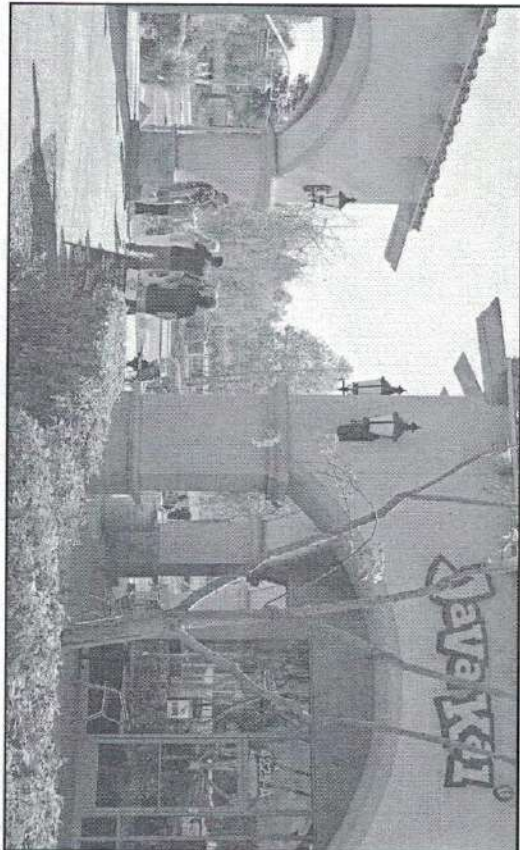
Pizza time at Vincenzo's -- a nice long table all to ourselves.



Vasquez Rocks are an interesting back-drop to the Agua Dulce area, and a great place to hike off the pizza and wine, if you can.

April Meeting: Food, Wine, & Driving -- Italian Liberation Day! Hosted by Brian Legrand

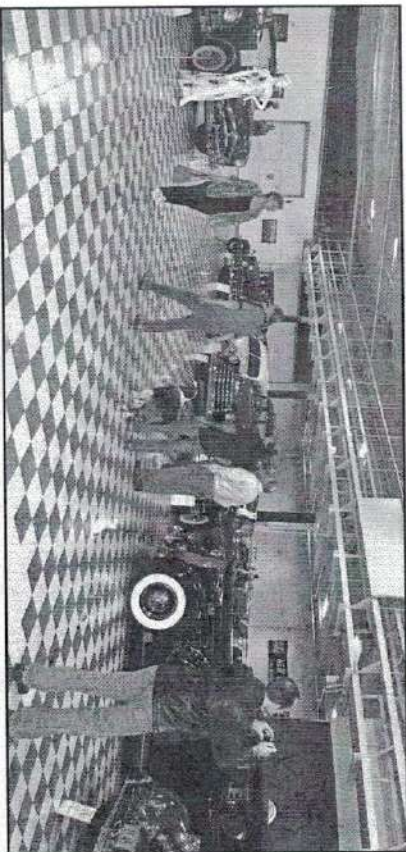
Photos by Gene Brown & Paul Dexter



We started the day at Java Kai in Moorpark



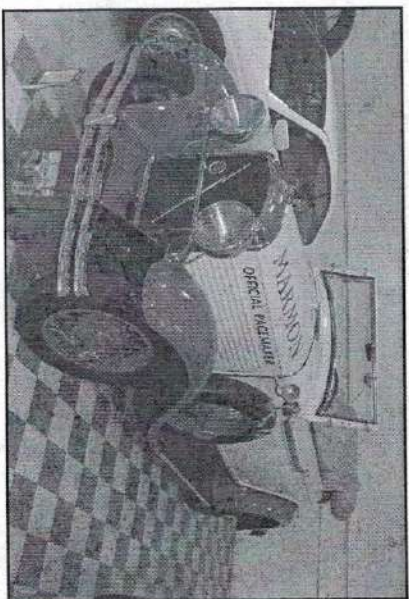
Waiting to enter the Murphy Automotive Museum in Oxnard.



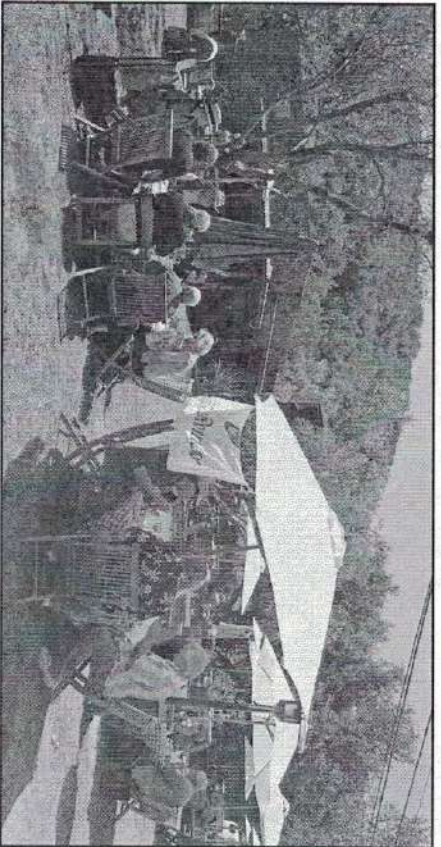
There were a lot of interesting cars to see and photograph.



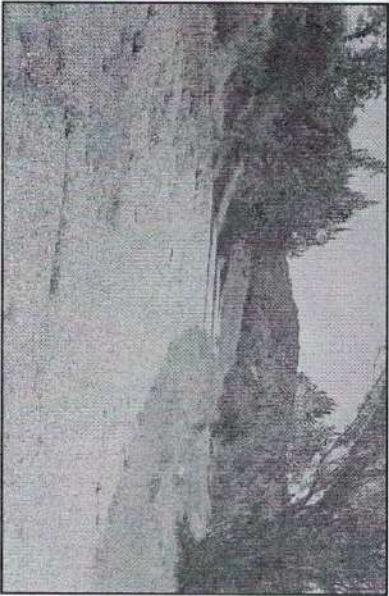
There were several noodies, including this 1951 Ford with



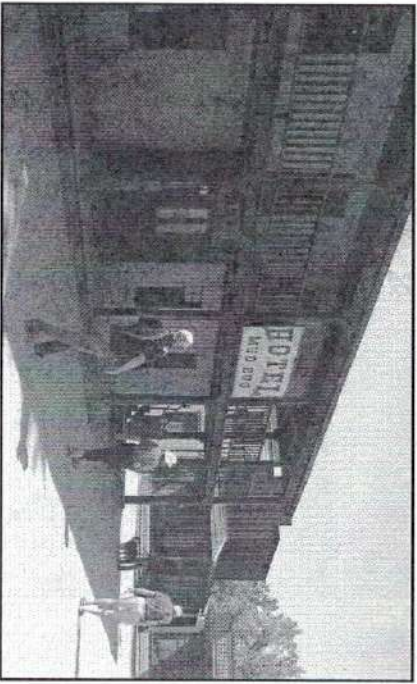
This Norton was an Indy 500 Pace Car.



A goodly group lunched on the grounds of the Malibu Family Winery.



Paramount Ranch was a great little sports car track in the '50s & '60s, and this is what is left of the track.



Paramount Ranch as a movie set -- is this the pit area?



Doug & Joyce McHattie help our hosts with preparations for the Italian dinner, with chef Mamma in the foreground.



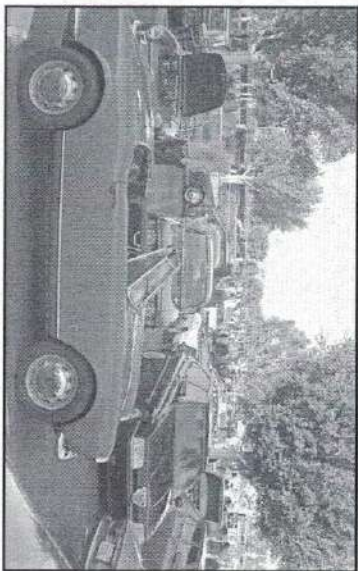
The Blankenships and Harris enjoy dining al fresco at the Legrands'. What an Alfisti day -- 2 meals al fresco!

AROSC May Meeting — Saturday May 30th

Cars & Coffee - Murray Collection - Brunch @ Clines

Alfa is the featured marque at Cars & Coffee in the Ford Design Center, Irvine. Bring your clean car and join Alfisti from across the region. This is our official May meeting and a fun morning awaits!

Get an Early Start!
If you're coming down early or already reside in the area, a Friday night dinner at the San Juan Capistrano home of Jay Mackro and Catherine Kusnick is in the works. Please R.S.V.P. to Jim & Elyse Barrett if you plan to attend this pre-event event!



Itinerary:

6:30 a.m. Cars & Coffee. Ford Design Center/Premiere Automotive Group, 1 Premier Place, Irvine, CA 92618. Arrive no later than 7 a.m. Coffee and pastries are available for a pittance, so don't dilly-dally over breakfast at home.

9:00 a.m. Caravan to the Murray garage, Costa Mesa. This is a rare opportunity to see some exquisite automotive works of art.

10:30 a.m. Drive to Fountain Valley and the gracious Clime residence, 16542 Silktree St., Fountain Valley, CA 92708, for brunch featuring heirloom Alfa Club recipes prepared by Jan. Donation of \$5 per person is requested.

Please R.S.V.P. to Jim & Elyse Barrett at eddinah@mindspring.com, or 714.642.1593 (cell), for dinner and brunch. Driving instructions will be provided.

First AROSC Concours June 7 at the Huntington Beach Concours d'Elegance

There is always lots to do and see at this Charity event so sign up soon, or just come out and see all the cars and motorcycles. For more info, contact Phyllis Gaylard at AROSCeditor@aol.com.

SUNDAY, JUNE 7th 2009 HUNTINGTON BEACH CONCOURS EVENT

RULES OF ENTRY

- The Committee reserves the right to accept or deny entry. All entries will be subject to acceptance or denial.
- The Committee reserves the right to combine or other classes depending on the number of entries accepted. If the number of entries in a class is less than the number of classes, the number of classes will be reduced.
- The Committee will reserve the right to change the order of classes.
- Entries will be accepted for judging. Payment must accompany registration.
- All cars must be entered by 8:30 am.
- All cars must remain in position on the field until 4:00 P.M. NO EXCEPTIONS.
- No "For Sale" signs, displays, stickers, cameras, EZ tags, or other support vehicles will be allowed.
- A valid or acceptable insurance policy is required to sponsor your own class. For example, if the Porsche Club of America Inc. would like a specific class for '58's, we will accommodate them.
- Entry fees are non-refundable.
- Reserve for the class that you wish to enter. All cars and motorcycles manufactured within the last five years of the current year's entry will be placed in our "special interest" class on chief judge's determination.

CLASS STRUCTURE FOR 2009 HB CONCOURS

- Marque Class, Aston Martin**
1A Pre-War Aston Martin & Pre-War Lagonda
1C 1958-1972 DB4, DB4GT, DB5, DB6, DBS (6 cyl)
1D 1969-1994 DB5V8, AMK, Vantage, V8
1E 1994-1999 DB7
1F 2001-2009 Vantage V12, DB9 V8, Vantage 100S
1G 1958-1972 Aston Martin, Zagato
1H Racing Aston Martin, Zagato
- Marque Class, Porsche**
Porsche & Offshoot classes determined by entries (all models). Bonneville, Catalina, Firebird, TransAM, GrandAM, Grand Prix, GTD, Judge, Lancia, Lotus, Maserati, Mercedes, Opel, Saab, Shelby, Torino, Porsche Sportwagon, Singer, Scuderia, Spyder, Porsche, Pre-War, Modified, Race-Cars
- Support Classes**
Corvette
C1
C2
C3
C4
C5
C6

- Non-Marque Class, 2009**
35 Youth Class: High School
36 Youth Class: College
37 Silver Anniversary: All years
38 Preservation Class (please call for class info)
39 Open to all makes and models
Marque Class: Motorcycles
Custom Motorcycles
40A Harley
40B Harley
40C Harley
40D Harley
40E Harley
- Nimbus Motorcycles**
41A Nimbus: Early
41B Nimbus: Late
41C Nimbus: Showers
Motorcycles & Bicycles
42 Harley: pre-1950
43 American Current: 1951 to 1970
44 American Current: 1971 to present
45 British: Pre-War 1940
46 British: Post-War 1945 to 1970
47 British Current: 1971 to present
48 European: Pre-War 1940
49 European: Post-War 1945 to 1970
50 European Current: 1971 to present
51 Japanese: pre-1998
52 Japanese: 1999-2008
53 Harley: 1906
54 Competition: Road Race
55 Competition: Off-Road
56 Competition: Pro Street
57 Military: All years
58 Showers: Motorized Bicycle
59 Special Interest: Motorcycle, All years
60 Bicycles: Pre-War 1940
61 Bicycles: 1945 to present

- Alfa Romeo**
4A Pre-War: Pre-1950 (pre-war limited production less than 1500) (factor Z, TF, Grand Sport, Quadrone, 500S/5Z, Giulietta, Giulia SS, 1000 Sprint, Super Sprint
4B Open: 1950-1966 (Giulietta, Giulia, 1600, 1900, 2000, 2006
4C Open: 1966-present (Dino, 1600, 1900, 2000, 2006
4D Closed: 1966-present (Alfa Romeo 1600GTV
4E Closed: 1976-present (Alfa Romeo 164
4F Competition cars: All models in comp form
- Class: March 1929 - 2000**
5A Sodiata: Alfa 1 to IV, Giuliana
5B Trovatore: Courmayeur, Boreale, Mares, Pichajon
5C Varesina: Bialery, Wodschy, Rialto, Wood & Peckok, Gipe
5E Varesina: Bialery, Wodschy, Rialto, Wood & Peckok, Gipe

- Standard Classes**
7 Antique Automobile (Trans Era: Pre-1921)
8 CCCA/American Classes: 1929 to 1941 (this class may be divided into sub-classes if necessary)
9 American Class: "Evolutionary Cars" (1921-1951)
10 American Class: Pre-War (1922 to 1942)
11 American Class: Post-War (1943 to 1956)
12 American Class: 1957 to 1975
13 American Class: 1976 to 2005
14 American Muscle Cars: 1960 to 1972
15 European Classes: Pre-War to 1941
16 European Classes: Post-War: All years
17 British Class: MG Cars
18 British Class: Jaguar
19 British Classes: Sports Cars Under 3 Liters
20 British Classes: Sports Cars Over 3 Liters
21 British Classes: Showers
22 British Classes: Other than Ferraris & Alfa Romeo
23 Italian Classes: Other than Ferraris & Alfa Romeo
24 Japanese Classes: All years
25 Japanese Classes: (no mini trucks)
26 Japanese Classes: (no mini trucks)
27 French Classes: Daimler Z-type cars
28 Defuncto/Patent Classes: All years
29 Competition Race Cars: pre-1976
30 Competition Race Cars: 1977 to present
31 Replica/Race Cars: All years
32 Other: Pre-War (1919 to 1970)
33 Other: Post-War (1971 to 1975)
34 Special Interest: Automobiles: All years

Over for Application

ENTRY CHECK-IN DETAILS: All entries must be checked in by 8:00 AM. Enter the lobby facility from either Showrooms at the Library Trade Sign or from Exhibit Area. Exhibit Area, (read: signs into the lobby parking lot). Please use the lobby access road to signage directing you to the Entry Check-in Point where you will be directed to the parking lot. The Class of your entry will be indicated on the sign. All motorcycles and bicycles must be off-loaded and stored in the designated "Off-Loading Area".

Your entry fee provides admission for yourself and one other person per entry into the Concours. If for some reason the second person with your entry does not accompany you through Entry Check-in, please have them go to the Will Call desk at the ticket gate.



Central Park (Quack of Library)
7111 Harbor Ave. Hunt. Beach, 92648

Spectator parking: Sports Center \$1.00

IMPORTANT:

Volunteers are needed at the Concours to place cars/motorcycles in the lot. If you are interested in helping, please contact Phyllis Gaylard at 714-785-7621 ext. 114 or phylisg@arosc.com.

Friday Concours June 7, 2009 HUNTINGTON BEACH CONOURS EVENT

GRANT CONTACT INFORMATION ENTRY CLASS INFORMATION (complete all)

NAME	YEAR	CLASS No. See P.3
ADDRESS	MAKE	Check Class Category:
CITY	MODEL	Concours Class (show/concours entries-90 points+)
STATE, ZIP	INTERIOR COLOR	Street/Race Driven Class (street driven entries)
PHONE	EXTERIOR COLOR	Judging: All Entries will be judged unless checked below
AX	LICENSE PLATE	Do Not Judge My Entry
MAIL	Please send a good quality photo(s)	

Please list written description/history and modifications made to this car or motorcycle. Information provided determines class entered.

ABILITY RELEASE

Entrants intending to enter and participate in the twenty-fourth annual Huntington Beach Concours d'Elegance event sponsored in conjunction with the Huntington Beach Concours d'Elegance, Inc. Management Committee, held on Saturday, June 6, 2009 and Sunday, June 7, 2009, at the Huntington Beach Central Park, does hereby tender his / her application.

Consideration of the acceptance of this application by the Huntington Beach Concours d'Elegance, the undersigned does hereby: (1) release the Huntington Beach Concours d'Elegance, Inc. the City of Huntington Beach, inclusive of directors, staff, volunteers and agents from any liability arising out of said event; (2) release all other contestants and agents from any and all liability arising out of said event; (3) warrant that the undersigned has personally read the rules and regulations; (4) give permission to use enclosed photographs and photos taken at the day of the event and information of entrant's automobile(s) and motorcycle(s) for publication and program inclusion; understands that vehicles are to remain on the field until 4:00 pm on event day.

I have read the above, and accept the terms and conditions (both must sign).

Owner (please print) Owner's Signature

Date

Exhibitor (please print) Exhibitor's Signature

Date

MAIL ENTRY(S) WITH CHECKS

PAYABLE TO:

Huntington Beach Concours d'Elegance

P.O. Box 5578

Huntington Beach, CA 92615-5578

Attn: Bart P. McGrath, Entries Director

ACCEPTANCE DEADLINE:

FRIDAY, May 22, 2009

Clubs wishing to park together
Must arrive together

ENTRY INCLUDES 2 PAID ADMISSIONS)

RY OF EVENT: \$35.00

TRY DONATION: \$30.00

DAY RUN TICKET: \$15.00

ACTATORS: \$10.00

CLUDES SUNDAY CONOURS)

ALFA GO KARTS

By Mike McKibbin

Terry Major had this idea that if an Alfa Club-style race event were staged at an indoor go kart track, people might show up and have a great time. So he did, about 30 of us signed up, and he was right. We had a gas.

The venue was Mira Loma-based Fast Lap, an indoor multi-turn quarter-mile using 4-cycle gasoline karts. They're not very torquey, but will run 40-45 miles per hour given enough room, so momentum is important. They are also very physical; driving them well (or even not well for that matter) is a workout.

Classes were based on weight and gender: Group One, (lightweight) under 149 pounds and women (the fastest class, as it turns out), Group Two, (flyweight) 150-189 pounds, and Group Three, (welterweight) 190 and above. Each group got three ten-minute practices, a six-minute qualifying round, then a 15-minute race. The top 4 in Group One, and the top 3 in Groups 2 and 3 then were eligible for a 10-lap Race of Champions (the Trophy Dash).

Contact during close racing is inevitable. As in the movie "Days of Thunder", "rubbing is racing." Thus, there's bump drafting, leaning and squeezing; all of which involves a certain amount of contact. What's too much is a matter of degree, and the judgement call is within the unfettered discretion of the guy (or girl, since

Bev Major took a turn with it) with the black flag. There's no "hitting" (i.e., walloping someone to knock him/her out of the way) and an overly enthusiastic squeeze which spins a competitor out will be viewed in the same way. A black flag means the automatic loss of a lap, since the pit pass through is not recorded on the transponder.

Got all that?

On the top of all that, the karts can be extremely difficult to drive if you've never been in one before and you try to drive it like your full-size race car. Ask Matt Poulin (although once he got the hang of it, he turned in a very credible performance).

I ended up on the pole for my race which proved that the kart I was assigned in qualifying (kart assignments were more or less random for each session, depending on the whim of the organizer) was quite fast. Thereafter, that kart (No. 8) was assigned to the slowest qualifier.

Group One. Brother Mitch from time to time is on the record board at this place, but so is young Josh Nelson, and Mitch got moved down in qualifying, starting mid-pack, with Josh on the pole. On green, Josh sprinted away, and Mitch started slicing to the front until he caught Bev Major who dug down deep and drove that kart like she stole it. For about

half the race, she held the fast race lap, but Mitch, never a "Ladies First" kind of guy on the race track, eventually elbowed by and set off after Josh. He caught Josh three or four laps from the end and turned up the heat, but the kid never wavered and drove flawlessly to hold Mitch off for the win.

Group Two. Great races all over, but the two of note were at the front and back. In back, my son-in-law, Matt Sheffield, duelled with Bob Poulin pretty much from beginning to end, with Matt eventually just edging Bob at the finish. Greg Nelson (another one who's been on the record board from time-to-time) was on the pole and quickly opened up a lead. Suddenly, Terry Major got into the "zone", and reeled him in. Lap after lap, the two appeared connected with Terry feinting and Greg parrying every move. Several laps from the end, they encountered lapped traffic getting a bit tangled up at the first hairpin, and Terry's guess was only slightly better than Greg's but it was good enough to put him a whisker in front and, despite relentless, pounding pressure by Greg, that's where he stayed.

Group Three. My group. I had Rob Rhodes (outside pole), Steve Hamilton, Jim Ferris, Chris Mayring, and Bruce Colby, among others, right behind me, and this time I had kart No. 1. Brother Mitch casually mentioned as I'm sitting on the grid that No. 1 seemed a little down on power, but Steve and Chris' karts seemed to be running real good. Thanks. I led the first couple of laps, but then Steve

and Jim both muscled by. Flat out through turn one, Chris tried to squeeze through too, but that didn't work so well, although I was still embarrassed that I couldn't hold the kart and ended up spinning around. I kept it running, straightened it out, but now was hopelessly behind, and lost two positions to Rob Rhodes and Bruce Colby to boot. I eventually got them back, but Steve, Jim and Chris had checked out. Interestingly, Jim, in another "down on power" car, somehow passed Steve and won the race, and poor Chris, who was running the fastest laps of the race, had to do a drive through after his move on me so, at the end of the race I found to my great surprise that I had transferred into the last spot in the trophy dash.

Race of Champions. Last spot on the grid, but assigned to kart Number 8; I figured maybe I'd catch someone. The fast 4 were inverted. In the great tradition of a Steve Hamilton run school, we'd run the course backward without so much as a warm-up lap. Then the kicker: A coin toss would determine whether the entire field would be inverted, and they called on my dear sweet mother to call the toss. Oh, and the last shall be first, God bless you, Mom. I started on pole.

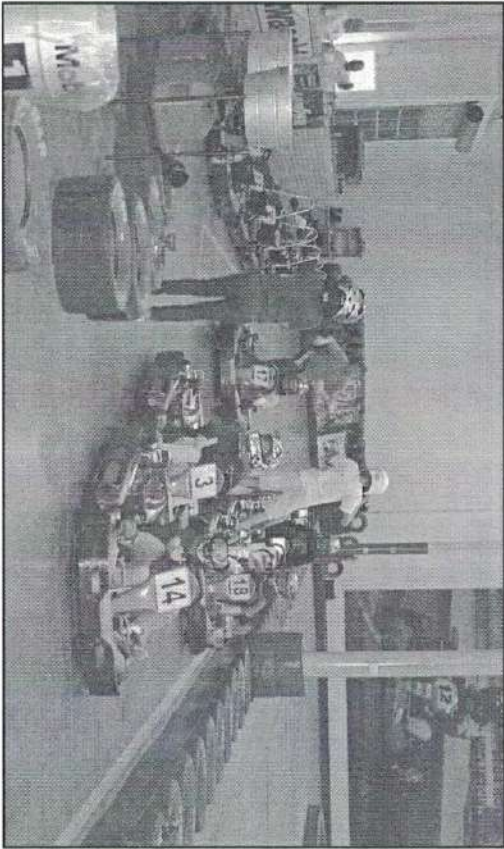
I had Steve and Jim right behind me again, but, despite the fact they made it clear to me for the first half of the race they didn't like it, they stayed there. Then things got quiet for a couple of laps. Too quiet and the bumping started again. I drove my heart out, then the checker came

down and I won. I looked behind, and there was dear brother Mitch pulling up along side and giving me knuckles. He probably could have moved me out of the way, but I'm sure glad he didn't.

We should do this again.

A special thanks to Troy and Kyle of Fast Lap for their invaluable help and assistance.

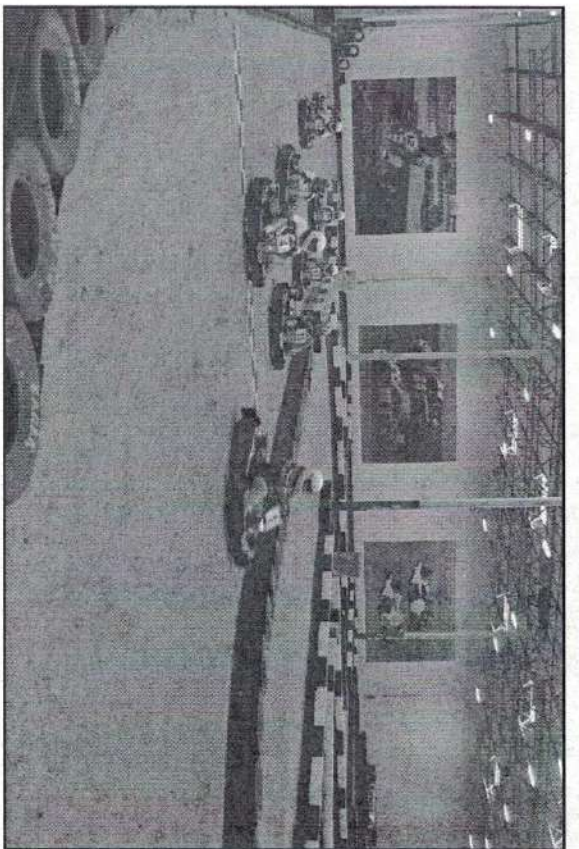
How'd I do it? In the immortal words of Mark Martin, "I had a fast car."



Pregrid.



Lots of family and friends watched and cheered,



The start of a heat.



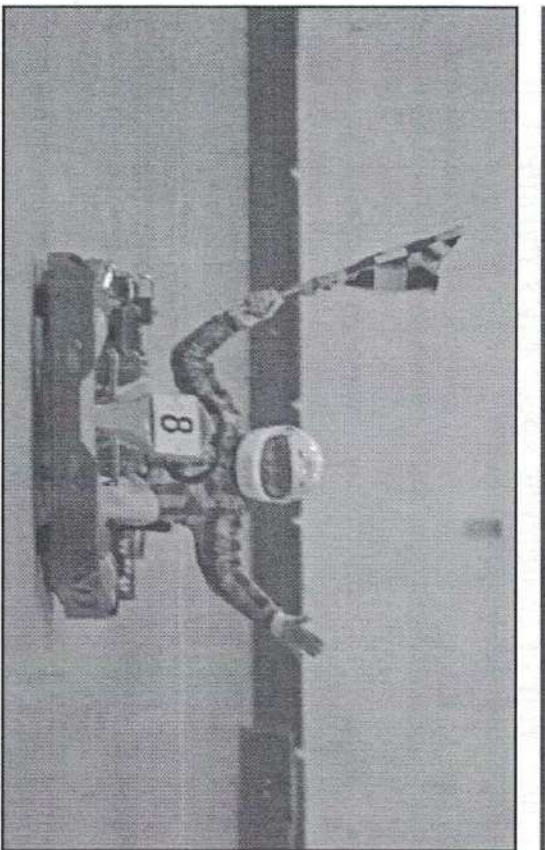
Those karts look pretty fast!



The racers gather for a group photo.



Oops! Someone is off course, and probably doesn't have reverse gear.



Mike McKibbin is the winner of the Grand Finale!



All the heat winners and other podium finishers pose for us.

Time Trial in California Speedway's Parking Lot

By Mike McKibbin

We haven't done the California Speedway parking lot event in some years. The last time it rained, with the course deeply puddling in some areas. It was wonderful having the opportunity to slide around without much chance of hitting something.

This year, after a week of cool temperatures, summer showed up early. Not like the infield club course in the middle of July, but definitely warm, and clear, and with the mountains and speedway grandstand as a backdrop, a really nice and pleasant setting.

Which a lot of people missed, since there were only 18 entrants.

That's too bad. Dennis Fibrow and Terry Major laid out a one-mile coned course in the huge southwest Green Lot with at least 13 turns (no one really had an exact count), including sweepers, hairpins, and chicanes. It was a perfect course for showcasing one's imperfections (brother Mitch to Mike: "Were you braking in that corner; no, no, don't try to tell me that was trail braking, power braking or anything else other than just a bad move."), but with perfect opportunity to work on mastering car control, which

everyone did over the course of the weekend.

With such a light field, the opportunities were bountiful, like about ten runs for each of the two groups per day. Dennis pretty much single-handedly ran the event, with invaluable assistance from Bruce Colby (timing and scoring) and Mitch McKibbin (chief pit Marshal), and everyone else there who pitched in to lend a hand. Mitch didn't drive, but got a thriller in the passenger seat of Greg Nelson's RX-7 who, with Tony Presto locked onto his rear bumper, ran the car sideways down the entire length of one of the straightaways.

Andrea's recent foot surgery prevented her from driving, so I drove her MR-2 while Rob Rhodes brought his 1967 Mustang. That car is hot, but the tires we had on it probably saw their swan song a couple of events ago and that, coupled with a temperamental shifting linkage made every lap an adventure. Kudos to Rob for first in class.

Andrea's MR2 was like a go kart out there (ask Terry & Bev), and we were going faster and faster until the transmission packed it in late Saturday afternoon and turned

me into a full-time course worker. Faeng, I've raced Andrea's car twice now (the first time at Pahrump), and both times it's come back on a hook. She's going to stop trusting her dad.

Tony Presto's been developing a new RX-7 this season; he likes this kind of torture. This weekend, the car suffered from intermittent, frequent fuel starvation which resulted in a couple of dynamite laps followed by a limp into the pits. One good lap was all Tony needed, however, as his first timed lap was fast lap of the weekend (followed, of course, by a limp into the pits).

The last parking lot event here saw the inauguration of the Golden Cone Award awarded to brother Mitch for the most spectacular scattering and destruction of cones. He passed the torch this year, but there were so many worthy candidates that the awards committee created and awarded Golden Cones in three categories.

Most Captures on a Single Pit Stop. President Norm Silverman nabbed this one for dragging four of them to Dennis at start/finish.

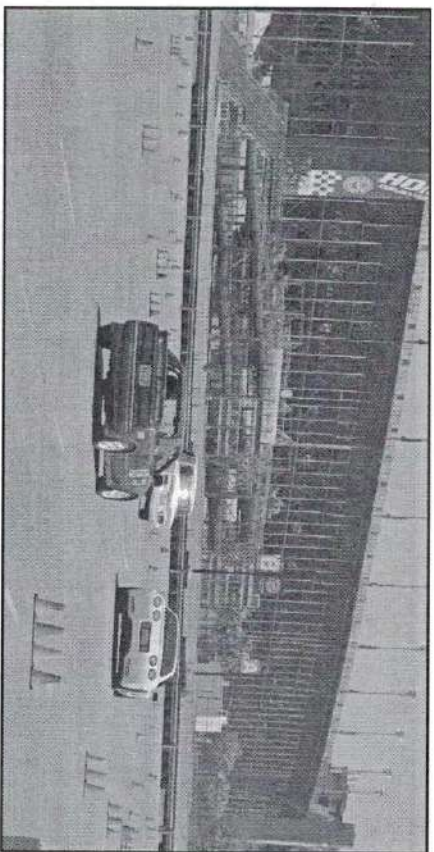
Most Scattered in Multiple Sessions. There were several candidates here, but in the end, Terry Major emerged as champion.

Style & Artistic Expression. Hands down, this was Greg Nelson, who bounced a cone not only over his own car, but also completely cleared Tony Presto's car following close behind.

We all had sympathy for Chris Mayring's Miata, what with the scuff on the driver's side fender, and the wounded headlight, until someone (Terry Major, I think) noticed there wasn't a headlight there at all. What was the headlight appeared to be an air intake, earning Chris' car the moniker "Space Shuttle" and possible elevation into the next class.

Finally, Phil Guiral couldn't get a clean lap in his time trial, so he was let out after everyone was checked, and as we watched him go round and round, we all considered going out for cold drinks, and then coming back and seeing if he was still going.

It was a party. Those not there missed out on a great time. Next stop is Willow in September.



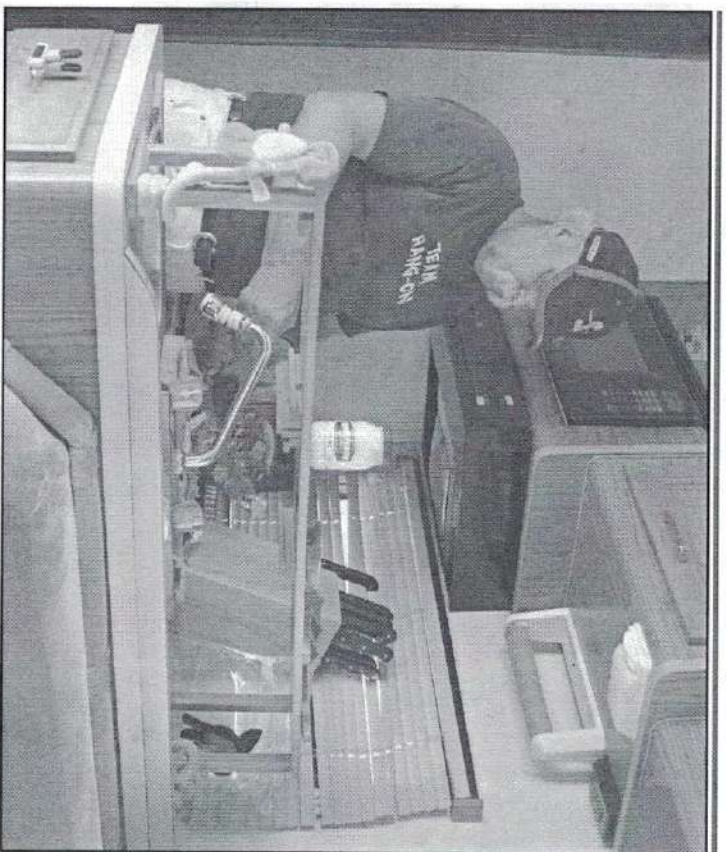
Action on track with the Speedway in the background.



There was a spacious pit area due to the low entry.



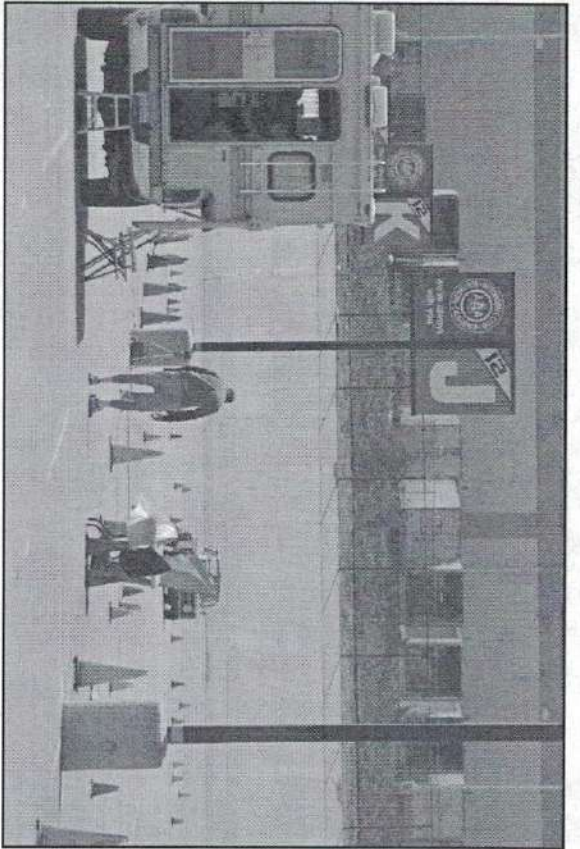
Chris Mayring's Miata with a "lazy eye" (air inlet).



Mike McKibbin makes lunch in the motor home.



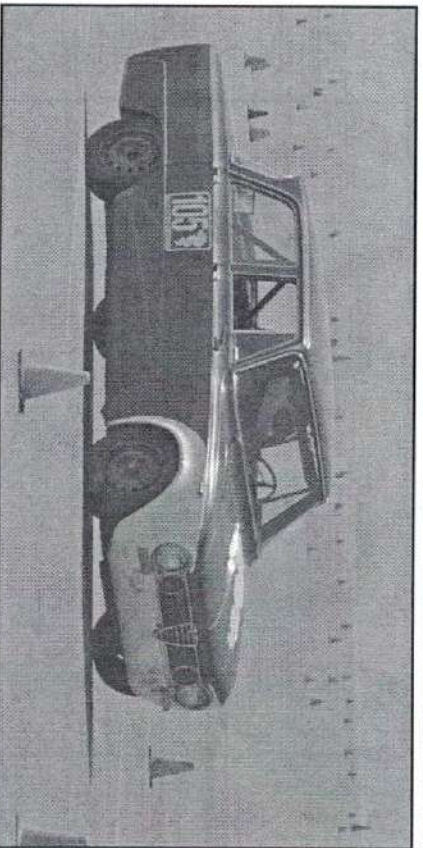
Hot track action as Bev Major leads Terry Major in their MR2s.



Starffinish -- Race Control



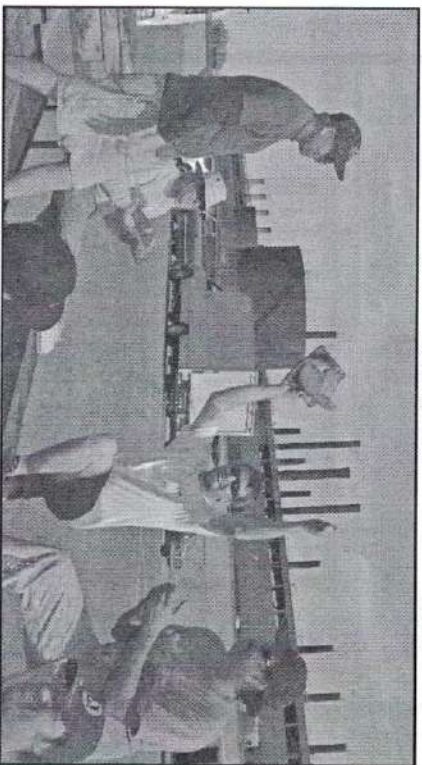
Waiting, waiting, waiting.



Norman, cone bunter!



Jorge Mazlumian's GTV looks tidy on track.



Greg Nelson wins the award for "Style & Artistic Presentation".

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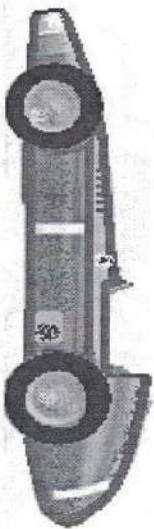
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