



Letter of the
Alfa Romeo
OWNERS OF SOUTHERN CALIFORNIA



September 2009

In This Issue: August Meeting, Braille Rallye, upcoming events, and more

Yfaciorrada

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September	2	Board Meeting @ Luigi's	7	Board Meeting @ Luigi's	1	Best of France & Italy Car Show & Concours	6	Competition Committee Meeting
	12-13	Time Trial & Race at Willow Springs	10-11	Wine Tour	4	Board Meeting @ Luigi's	12	Holiday Party at the Kutkus home
	26	General Meeting - Tour @ Nethercutt + Party @ Silverman's	24-25	Time Trial & Race @ Buttonwillow	21	General Meeting, 1pm White Turkey Sale & Elections @ TBD	13	Board Meeting and planning for 2008 at the Kutkus home
October								
November								
December								

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

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SANTA ANA CA 927
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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 Malla 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: The very successful 158, the "Alfetta", has 1.5 liters in 8 cylinders, supercharged. This model won several Gran Prix races from 1938-40. It is shown arriving at the Quail from the Historic races. Photo by Jim Barrett.

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

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

This year we are assured of a tour of the restoration shop with Skip Marchetti, followed by food and meeting at Chez Silverman in Chatsworth. See page 19 for details.

DON'T MISS:
Sept. 26 Nethercutt Tour/Meeting
10AM, Sylmar
Oct. 10-11 Wine Tour, Edna Valley

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

October 10-11 – Wine Tour -- Edna Valley

Margi & Gene Brown are working on this year's tour in the Edna Valley area. Should be a great event, cooler than last year! We might even see some late harvesting, or fermentation in progress. See page 20-21.

October 24-25 – Time Trial & Race at Buttonwillow

October 31 – NO General Meeting -- we will gather at the Woodley Park Car Show the next day.

November 1 – Concours at Best of France & Italy Car Show, Woodley Park

Don't miss this largest showing of Alfas, Fiats, Peugeots, and Citroens in the area, if not the state.

November 4—Board Meeting at Luigi's, 7:30 PM

November 21 – General Meeting, Elections, and White Turkey Auction, Dirk Stoehr's facility

December 6 – Competition Board Meeting

December 12– Holiday Party @ Kukkus'

Another party and feast -- MJ & Sheila provide the meats, we pot-luck the side dishes and desserts.

December 13 – Board Meeting, old & new, at Kukkus'

Planning for 2010 will take place at this meeting -- have any ideas?

Electronic Newsletter –

E-Mail Newsletter Option

Make sure your E-address is known!

The *Alfacionada* is now available electronically ... the enhanced (color, printable PDF) version is now available to members and subscribers via e-mail. The last issue was be E-mailed to you (if you're in the club's E-mail directory) and mailed to you.

If you didn't get this as an E-mail then you may need to update your E-mail listing within the club. To do so, send a message to: AROSCeditor@aol.com.

If you want to keep getting the mailed copy, you don't need to do anything except read and enjoy. If you only want the E-mail version, make sure you're in the editor's E-mail list, send an E-mail to: AROSCeditor@aol.com that simply says "online only" and has your name showing.

View from the Top --

Mostly Ramblings of Il Presidente!

A busy August and more to come. Not a great time to follow up on last month's pulled calf muscle with this month's other pulled calf muscle - need to carry a mirror and regularly remind myself of my age. My article last month was late enough to cover the successful Braille Rally and this month I'm probably late enough to discuss our September adventures (LOL).

Monterey weekend was, by our standard of enjoyment, very successful. Heading north up the Big Sur on Wednesday, we had the best seat in the house and the Pebble Beach Car Tour was heading south. Plenty of waving, but unfortunately no pictures. Needless to say it was a awesome sight and a great step back into history. Evie was pleased that many of the photographers lining the road to Carmel, thought that our Giulia Spider Veloce was also cool enough to take pics of.

Thursday evening Evie successfully hosted, on behalf of AROSC, our 5th annual dinner for friends and guests at the 'Loose Noodle Pasta House'. We can't begin to thank our special guest, who also agreed to be our guest speaker, the great Porsche Team Driver Jürgen Barth. My bad during the introduction was remarking that Jürgen had run Le Mans 13 times, when he reminded me that he had finished 13 times - starting 17 times. One of our other guests, Automotive

Fine Arts artists, Nicolas Hunziker (www.nicolashunziker.com) presented a painting he created celebrating Jürgen's victory at Le Mans. Our cast of special people included our friend Jacob Shalit, who was racing the Porsche RSR Viceroy Panamericana Car that Jürgen had a picture of in his new book (where it was ahead of him). On Sunday he had payback.

We had the delightful day we were expecting at La Dolce Vita Concorso held at the Blackhorse Golf Course: a wonderful gathering of friends and automotive aficionados. The weather was picture perfect, the BBQ offered by 'Tarpys' great restaurant was bountiful and reasonable, the organization was first rate and the after Concorso tailgate party was fabulous. Kudos to Kerry McMullen, Jerry Kaye and their very well organized and helpful staff for the Herculean effort needed to pull this event off.

Porsche, the featured Marquie at the Historic Races, put on a great show. We were a little busy taking care of our commercial venture, but saw enough of the action to realize this was a very special weekend of racing. Sir Sterling Moss, Brian Redman, Vic Elford, John Morton, Gijs van Lennep, and Jürgen Barth were among the drivers (most of whom were competing) adding to the historic significance of this event weekend.

Our General meeting, Shine, Whime and Dime proved enjoyable for those attendees who braved the heat to drive the hills of the Le Habra, Brea area and compete in a mock (for

points) pit stop competition - won by our competition-driven editor, Phyllis Gaylard. During our lunch meeting, I brought the membership up to date vis-à-vis concerns that our BoD and many of our members have expressed about the relationship we have or more probably don't currently have with AROC and our plan to start constructive communication with the AROC BoD. We are composing a list of these concerns, both current and future and will keep you advised of the results of these conversations.

Our General Meeting is scheduled for September 26th at the Nethercutt Museum in Sylmar. We will be treated to a private tour of their world famous restoration center by curator Skip Marchetti. There will not be a tour of the Showroom Gallery and the Musical Instrument collection, but Paul and Skip will give an assisted tour of the main public exhibit. From there we will drive the short distance to the Silverman residence: **21330 Stanwell Street, Chatsworth, 91311**, for lunch, general meeting and party. The pool will be at a comfortable temperature. (see pg 19).

Our Wine Tour, scheduled for October 10th & 11th will take us through Edna Valley on the Central Coast. As of last week, 15 rooms had already been booked. Margi Brown appears on the verge of outdoing all of her prior

successfully organized tours. (see pgs 20-21)

October 24th & 25th will be our second HPDE experience during the race weekend scheduled for Buttonwillow. Our normal Race and Time Trial weekend used to consist of 4 run groups - 1 Race, and 3 Time Trial. We have recently introduced a **NEW High Performance Driver Education Program. EVERY HPDE ENTRANT WILL DRIVE WITH AN INSTRUCTOR IN THE CAR** (until or if they are certified to solo by an instructor). Requirements include a normal tech inspection, working DOT approved seatbelts, cotton clothing from neck to ankle and a Snell 2000 helmet (some will be available at the track for early requests). The only vehicle restriction will be non-roll protected convertibles. **These student drivers are encouraged to bring their daily drivers.** The group will receive classroom instruction before each run session.

I plead with those of you who have children recently licensed, to give them an opportunity to enjoy two intense days of training that could save their lives.

If you haven't taken the school, come and learn what you really don't know about driving and car control. **What is your life worth?** Check out the details at www.arosc.org. **Guaranteed to keep a smile on your face until the next track event.**
Keep the wheels side down
Norm Silverman (Norman I, Rex)

Tech Article -- Cam & Valve Adjustment

If you are intimidated by the thought of shimming the valves and setting the cam timing, I understand. There are several caveats and tricks that aren't mentioned in the shop manual. I learned some of them the hard way.

Checking the valve clearances and cam timing is straightforward. Re-shimming the valves is time consuming, but it isn't that difficult. Re-timing the cams looks straightforward, but is much more difficult in my experience.

Let's say you have a running vehicle and have decided its time to check out the situation under the cam cover. I'm also going to assume that you can trust your timing pointer on the crank. If not, you will need to purchase a TDC gauge or a dial indicator so you can determine TDC by actual piston movement. This is not something that needs to be done every time.

Okay. Remove the cam cover and spark plugs. You can do this without removing the spark plugs, but the engine is a lot easier to turn the engine with the plugs out. Most manuals recommend rotating the engine using a wrench on the crank pulley and caution against pulling on the fan blades. My preference is to push the car forward in 4th gear. Make your choice and turn the engine over in its normal direction of rotation until the engine is at TDC compression on #1 cylinder. This is when the #1 piston is at TDC and the cam lobes on that cylinder are pointing outward.

The crank pulley pointer should be pointing at the PMS mark on the crank pulley and the timing marks on the cams should be aligned with the marks on the cam bearing caps.

If the timing marks all line up, then congratulations. More likely the marks will almost line up and you will have to make a judgment call. The cam timing is controlled by vernier gears on the front of the cams. There are 16 holes in one gear and 15 holes in the other. Thus, the smallest possible timing adjustment is 1/15 of a turn less 1/16 of a turn which works out to 1.5 degrees cam or 3.0 degrees crank. On my Spider this about 1/2 the width of the timing marks on the cams. So, if you are off by less than 1/2 the width of the mark, you are good.

Measure the valve clearances. Rotate the engine until each cam lobe is clearly pointing away from the bucket, measure the clearance with a feeler gauge, and write down the results as you go. Shims are available in increments of .025 mm (.001") and the shop manuals specify that level of precision. I like to get the clearances all spot on when setting up a new head, but am a little more lax when it comes to maintenance. Typical targets are .019" on the intakes and .021" on the exhausts, but the actual specs depend on the cams you are running.

Assuming you need to re-time a cam, push the car forward until the lock tab on the offending cam is positioned at

More Tech Article:

12 o'clock. Now, stuff rags in the front cover as best you can. Get a magnet on a stick and place it within arms reach. Stories abound about stray parts falling into the sump. I can't stress this enough. That little stray part might fall harmlessly to the bottom of the sump. And, it might churn around and end up ruining your lower timing chain. Be careful!

Bend the lock tab away from the nut on the end of the cam. Then loosen the nut. You can't remove it with the cam in the head, but this is the easiest way to break it loose. Btw, those lock tabs are not reusable. Also, remove the cotter key and loosen the small bolt that phases the vernier gears.

Now loosen the fixing bolt on the cam tensioner, push down on the upper timing chain to compress the tensioner, and then re-tighten the bolt. Remove the nuts on the cam bearing caps (are those rags in place?) and remove the caps keeping them in order and in the original orientation. Do not move the chain on the cam gears! I don't, but you may want to wire the chain to the cam gear. There is enough slop in the chain that you can lift the intake cam up and rest it on top of the head. Moving the intake cam will generate more slop in the chain making it possible to similarly move the exhaust cam.

Now you can remove the buckets and the shims. Write down the shim thicknesses next to where you wrote down the valve clearances. A thicker

shim will reduce the valve clearance and vice-versa. I find it's a good practice to enter the data in a spreadsheet and let Excel do the calculations.

Your first attempt might bring all of the valve clearances into spec, but that is rarely the case. More likely, some valves will come in and others will merely get closer. Keep notes on each attempt. If the result isn't what you expected, recheck your measurement of the removed shim. Also, shims that are supposedly the same thickness exhibit some variability. Last month I had a brain fart when doing the Spider. I had it in my mind that one particular shim was 1.750 mm when it was really 2.000 mm. Every time I swapped it in/out the clearance went crazy. Maybe I should invest in one of those new-fangled digital micrometers.

Inspect the buckets while they are out. A trick I learned from Mike Sperry is to gently lap the tops of the buckets on a piece of slate (or Chris' granite counters). If a bucket is flat it will take on an even sheen. If it isn't flat, toss it.

If you need to alter the cam timing, do it while the cams are lying on top of the head. Make sure those rags are in place! Peek through the holes in the vernier gears and decide which direction you want to move the little phasing bolt. Then, pull the bolt out and move it to the desired location.

It's easy to lose your reference with the bolt out, so this is one case where I do like to mark a reference point with safety wire. With the little bolt in its

new location, remove the old lock tab on the end of the cam and put in a new one. You do not need to tighten the nut at this time as it is easier with the cam re-installed in the head.

Assembly is done in reverse order.

Put in the new shims, the buckets, the exhaust cam and the intake cam in that order. If you have kept the cam gears meshed with the chain and kept the chain meshed with the intermediate sprocket, the cam timing is unchanged. Just loosen the fixing bolt on the tensioner, rotate the engine forward to take up any slack and retighten the bolt. If the chain isn't tight enough, it is permissible to use a pry bar to put more tension on the tensioner. The factory manuals say to tighten the chain by loosening the set bolt with the engine idling. This is a bad idea if your car has a rough idle. I say don't do it.

Tighten the nut on the end of the cam(s) if you adjusted the timing. Do not bend the new lock tab over, at least not yet. Rotate the engine

forward through two complete revolutions and repeat your clearance and timing measurements. If all is well, you are good to go. Put the cotter keys in the little bolts, bend over the lock tabs, remove the rags and replace the cam cover. If all is not well, circle back for another iteration.

All is not lost if you mess up and have to retune the cams from scratch.

Rotate the engine to TDC and remove the distributor cap. If the rotor is pointing at #1, then #1 is at TDC compression and the cam lobes on #1 should be pointing out. If the rotor is pointing at #4, then #4 is at TDC compression and the cam lobes on #1 should be pointing in.

Cautionary note: Rotating the engine with the cams out of time is a good way to bend a valve. If the engine is well away from TDC and you have no idea if the cams are timed in the right ballpark, I suggest removing the cams before turning the engine.

Mike R

Lancia

Alfa Romeo

FIAT

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Bonneville Update: 225 + 230 = 2 New Records!

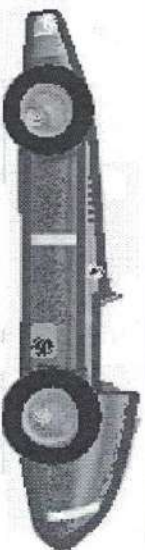
"Bonnie," the IAP-backed '91 Alfa Spider owned by Richard Kreines, set two new records during the 2009 edition of Bonneville Speedweek.

After a disappointing 2008 effort, tuning expert Jim Steck and car builder Mike Basic spent the year improving the car's engine cooling and aerodynamics. Obviously, the tweaks worked.

The team regained the G/BFMS (Blown Fuel Modified Sports) record when driver Bill Lightfoot drove the turbocharged four-cylinder Alfa to a two-way average speed of 225.839 mph. That snatched the record back from a 221-mpg Nissan and got Lightfoot into Bonneville's exclusive 200 MPH Club.

With that goal achieved, the team switched over to G/BGMS (blown gas) in an attempt to up Steck's 217.152 record set in 2006. Clutch problems threatened to derail the effort, but with a new assembly installed, Steck ran a 230.368 on Thursday, then a 232.869 Friday morning. That reset the record at 230.352 and closed out a truly remarkable week of racing.

Congratulations to Richard, Jim, Mike, Bill and the crew on a terrific effort!



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August Meeting -- Drive, Whine, Dine

Photos by Tom Suter

First, I would like to thank all those hardy Alfisti that braved the record-setting heat and the smoke from the fires to show up and have a great time. As the cars arrived for the start at Pico Park, one thing was obvious: everyone brought their air-conditioned cars. All survived the drive through the hills of Hacienda Heights and La Habra Heights, enjoyed the stop at the Hsi Lai Buddhist Temple, and arrived safely at Giovanni's, our lunch stop.

We had a "pit-stop" competition in the parking lot that tested our driving skills and then ran into the air-conditioned restaurant for lunch. During lunch, Norm Silverman directed the General Meeting and we had a surprise raffle held by Trevor Fay, who was visiting from Australia. While everyone was eating, the results for the day's activity were being tabulated. The trophy for the most miles driven was awarded to the Barretts.

However, after a recount and an examination of all the hanging chads plus calibration of my fingers, the award was finally given to Jay Maekro. Jay, the trophy is at my house, please let me know when I might see you

again so the trophy can get to the rightful owner. The competitive spirit of the Alfa club members really was revealed in the "pit-stop" competition. The results were close, competition was fierce, but when the smoke cleared from all the burn-outs, Phyllis Gaylard was the winner. Those who attended had a great drive, fun and camaraderie of fellow Alfisti.

Special thanks go to Jim Barrett who took the time from his work to make copies of the route instructions for all the participants.

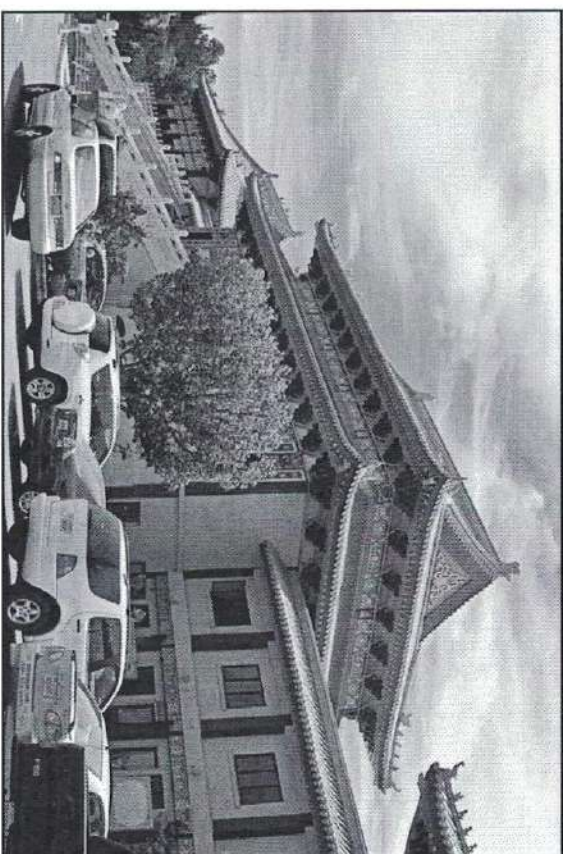
Fred Fieschein, Rally Master.



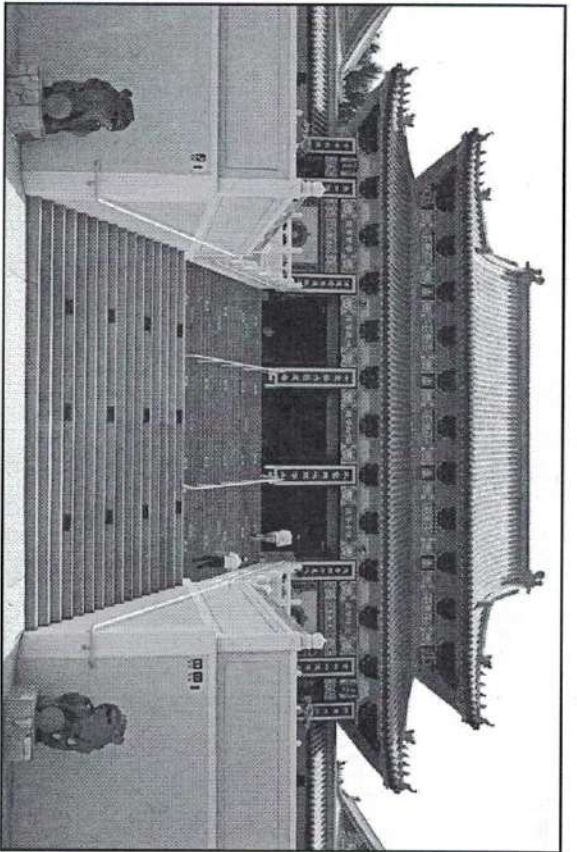
Jim, Katherine, & Fred.



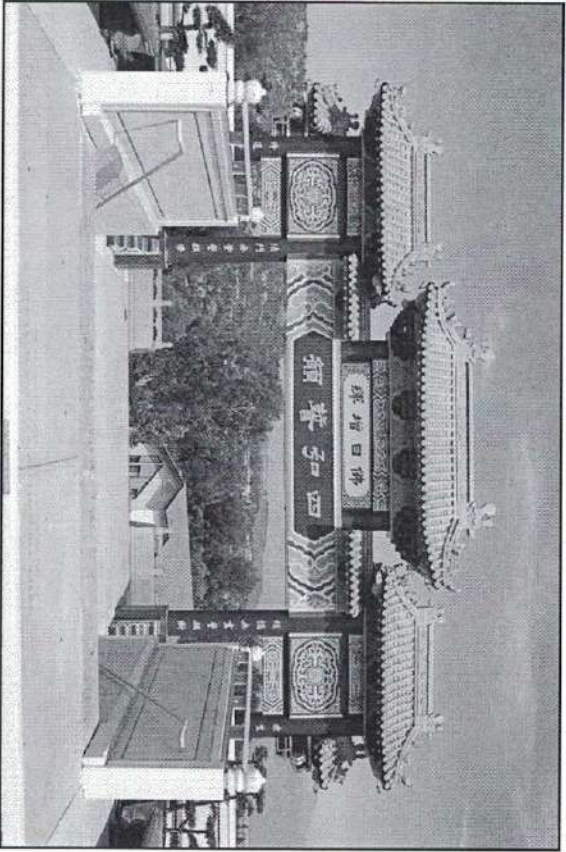
Fred conducts the drivers meeting to set the ground-rules for the event and warn us about the narrow winding roads.



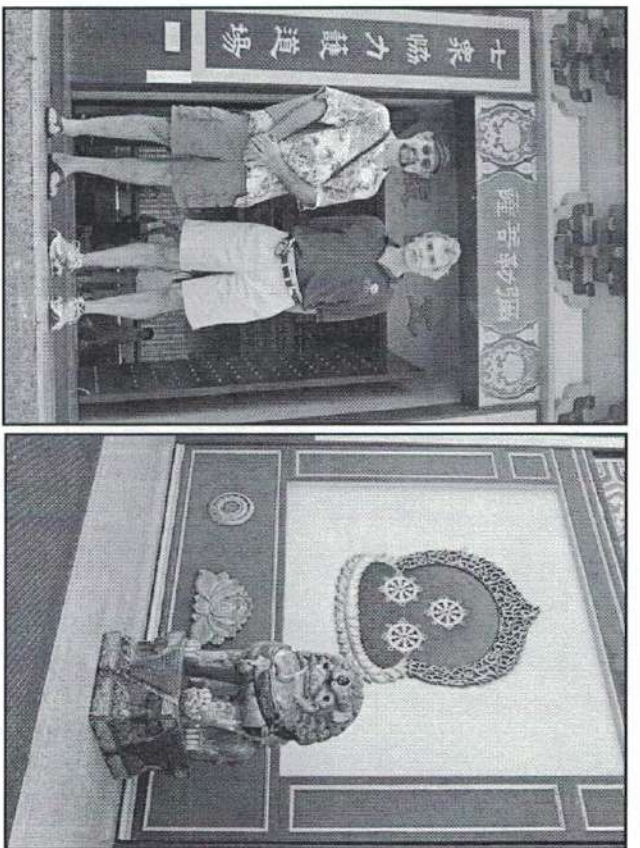
An interesting stop along the way was at the Hsi Lai Buddhist Temple. There are many side rooms for instruction, etc., at the Temple.



The many steps up to the Hsi Lai Buddhist Temple.



The temple entrance gate, up a lot of steps, but below the many shown in the photo above! Anyone need exercise?

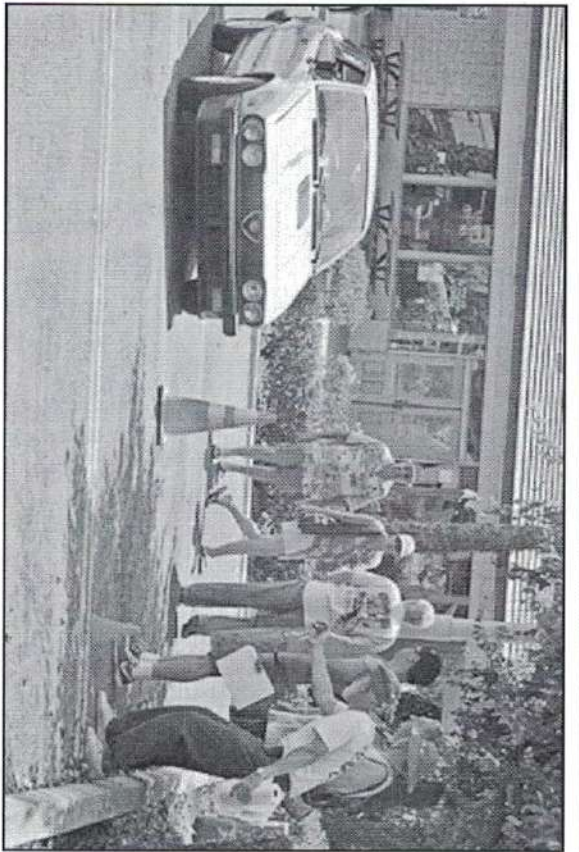


Jim Barrett & Jay Mackro made it up to the temple entrance!

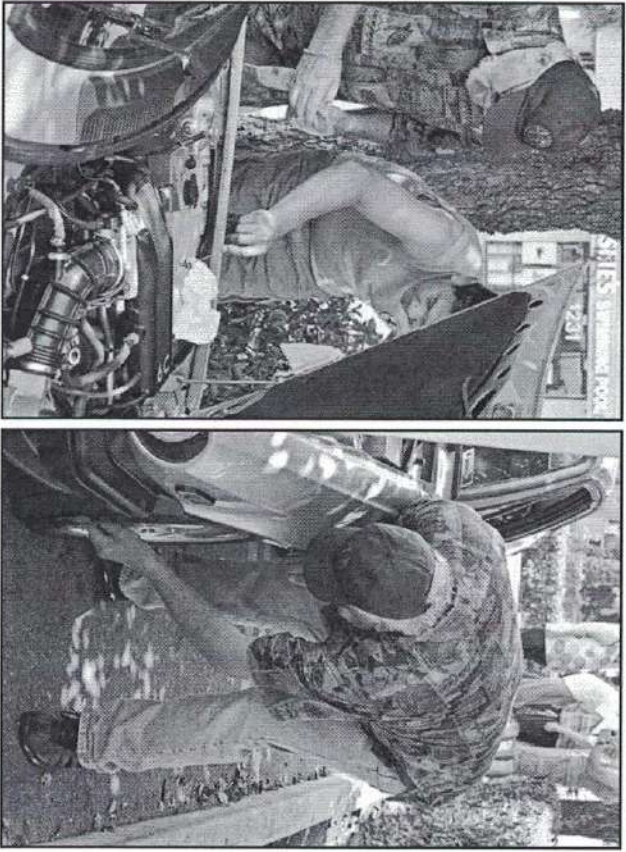
A temple guardian -- foo dog or lion?



A chronicle of the Temple's work in relief of the people of Taiwan after Typhoon Morakot in August this year.



The start of the Pit Stop Competition -- driving into a narrow "parking space" and stopping at the line, not over it.



Pit Stop Competition -- Bill Bergman tries to find the dip stick, then has to take a tire pressure reading after parking in the small space.



Time for food and drink in the cool restaurant.



Fred announces the trophy winners.

Cyber Reminders

This goes out to all of you in Cyberland. As many of you might know, I have a service that I provide to club members who have email. I send out reminder notices approximately one week ahead of most club events and meetings. Occasionally I send out notices of non-club functions that are thought to be of particular interest to club members. This is strictly on a volunteer basis, on both of our parts. You have to want to be included on my list to get the reminders. Those who are already getting the reminders are already familiar with it. Those who do not, may not be aware of this service that I provide.

For those who wish to be included, but have not yet notified me, please contact me at my email address, included below, and let me know if you want to receive the reminders.

There have been many changes going on in regards to Internet service providers. Companies have been bought, sold, and/or gone out of business. This may leave some of you with changes in your email addresses. That is fine for you, but for those of us trying to keep in touch, it presents some interesting challenges.

Therefore, I am also asking all of you out there who have had changes to their email services recently, specifically those who now have a new email address/screen name, to email me with those changes. If you have not been notified of recent events via email, this may be the reason. If you want to continue receiving these reminders, I will need a current, working email address.

Thanks for listening,
Jay Negrin
jinnegrin@earthlink.net



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September Meeting -- Nethercutt Tour -- 10:00 AM September 26, Sylmar

On September 26 we will have a general meeting in conjunction with a tour at the Nethercutt Collection and Museum at 15200 Bledsoe Street, Sylmar, CA 91342. **NO: children under 12, no shorts, no totally bare arms.**

We will meet at the museum in Sylmar at **10:00 am**, and Skip Marketti will take us on a tour of the restoration shop (**don't be late or you will miss this!**). After, we can tour the cars in the collection across the street..

Afterwards, we will proceed south and west to Chez Silverman for the meeting, party, food, wine, and etc - **RSVP TO (818) 998-6796!**

Bring outdoor chairs and a table (if you have one) for back-yard dining, so we don't have to rent them. **BYOB or BYOW** if you wish. **We will collect \$5.00 per person for the Silvermans to help pay for the food and cold drinks.**

Directions:

The Nethercutt: take the Roxford St. offramp from the I-5, just north of the merger of the I-5 and the I-405. Turn east on Roxford Street, and then right (south) on the first street: Encinitas Ave. Follow this around the forced left onto Bledsoe and proceed past San Fernando Rd to the corner of Bradley Ave. Parking is in the lot on the left.

Villa Silverman is in Chastworth. Go back to the I-5 South, follow signs onto the I-405, and then go onto the I18 Fwy West for about 8 miles. Exit onto De Soto Ave and go south down the hill to Chastworth Street. Turn right, proceed to Canoga Ave and turn left. Make a left on Stanwell (first opportunity on left) and find #21330 on the right side.

AROSSC Annual Wine Tour is here!

October 9-11, 2009

Hello everyone! Our Annual Wine Tour is back and more promising than ever! This year we will be visiting the **Edna Valley** area. Midway between San Francisco and Los Angeles, this wine region is widely known for their hand-crafted bottles of Pinot Noir, Chardonnay, Syrah, Grenache, Viognier and Zinfandel (and their roads aren't too shabby either!)

We will be staying at the Peach Tree Inn in San Luis Obispo. The hotel information is located on the next page. Once you make your reservation, please email: margibrown@thekernorg.com and provide the following information:

- Names of all guests
- Contact Phone Number

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.

To get on the Wine Tour Email List, please email: margibrown@thekernorg.com



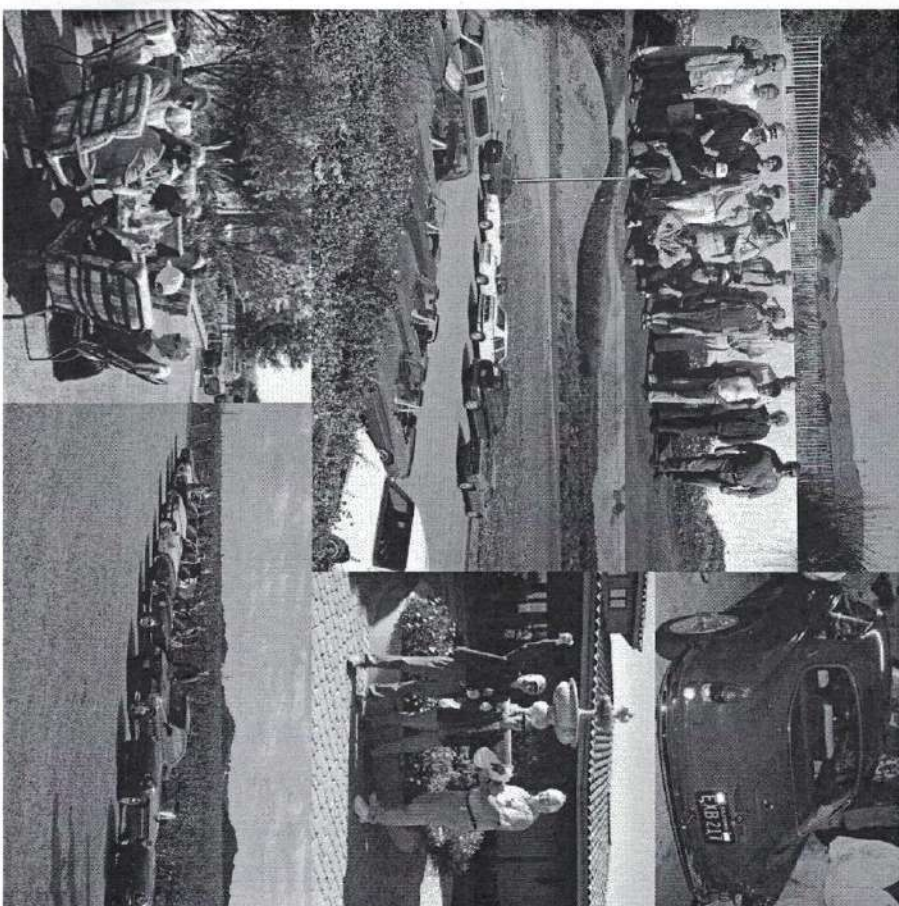
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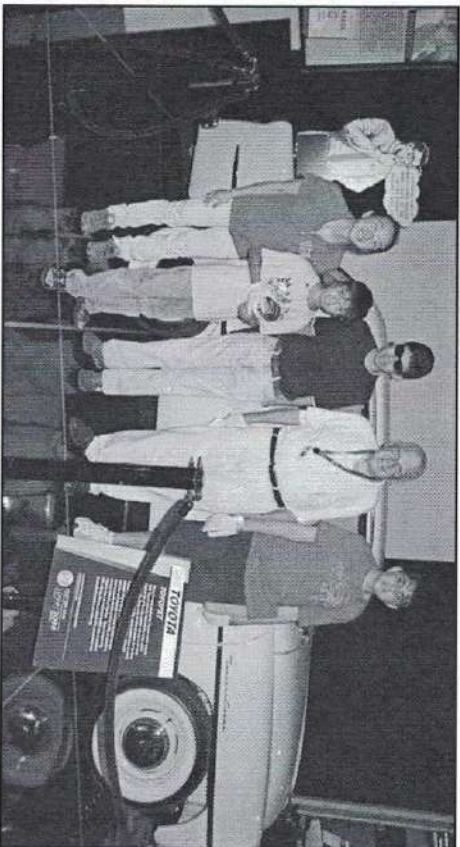
Braille Rallye 2009

by Paul Dexter

We noted it briefly at the last meeting, and between then and now, the event happened. The Braille Rallye is put on by the Braille Institute of Los Angeles. It is sort of a "rite of passage" for the students as they complete their studies. The drivers are the owners of the cars, the students are the navigators. There are two categories, Braille Readers and Large Print Readers. The navigator reads off the instructions to the driver, and off they go along the route. (Historically, the better times are posted by teams with Braille reader navigators. Drivers with large print reader navigators tend to cheat by looking at the instruction sheet.) In past years, Norm Silverman and I have acted as

drivers. I did again this year, running my test car du Jour, a 2010 Toyota Prius. Norm went directly to the finish area at the Petersen Museum to help set up the event there.

This year the course began at the Braille Institute on Vermont Avenue, and wound around Hollywood, Burbank, Glendale and Pasadena before winding up at the Petersen Museum. A picnic lunch was provided for all on the third floor of the parking structure, and while the food was being readied, and the rally results tabulated, those students who wanted were given tours of the Museum. They and the docents were provided with cotton gloves, and docents



Paul Dexter with some blind kids "looking" at the cars on display.



The Rallye results are announced!

were provided with a list of cars that could be felt using the gloves. It was amazing and delightful to find out how much information the students got from even a brief tour this way. The event turned out to be enormously successful, and everyone concerned is looking

forward to a repeat performance next year. And we hope to have a much greater participation from AROSC members. It's an inexpensive way to have an enormous amount of fun, and provide a wonderful experience for the children as well.



Lunch time! A great feed for the kids and the drivers.

Monterey Sidebar -- Concours d'LeMons AROSC Veeps Win at Concours d'LeMons, the New Twist on Monterey Weekend

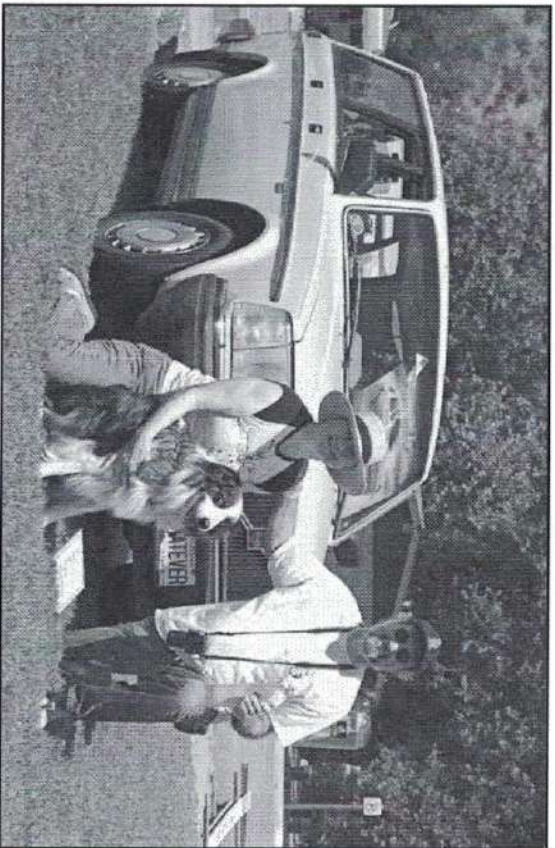
By Elyse Barrett

Photos by the Barretts and Eric Morgan.

The newest and most colorful concours to open on "The Monterey Weekend" is the Concours d'LeMons, staged in the oak and sycamore-studded expanse of Toro Regional Park, in Monterey. It took an extra year to come into being, but this event is already on its way to being a classic in many senses of the word, and AROSC was represented, sort of. The Barretts and their pal Eric Morgan, a

multiple-Alfa owner from Orlando, Fla. entered the trusty yellowish Volvo wagon that transported them to Monterey this year in the Post '74 Swedish Meatball class — and won!

Intended as a showcase for cars participating in the already infamous 24 Hours de LeMons race, which this year was nicknamed the Historics and conducted at Buttonwillow, and one competitor actually showed up. There were 70 entries in a range of classes that included "Soulless Japanese



Elyse, Cody, and Jim Barrett pose with their class-winning LeMons.

Appliance", "Self-Satisfied Krautwagen", and "Needlessly Complex Italian." The local Pinto and Gremlin clubs were there in force; fascinating examples of U.S. pig iron like Rambler wagons and Studebaker Hawks rumbled in, and some very special art cars (and their owners) turned heads all day long.

Taking a cue from our own Spring

Tour Juried

Picnic

competitions,

concours

materials

suggested that

the judges could

be bribed. The

Meatball team

jumped right on

that and brought

a chilled bottle of

limoncello to the

scoring table at

just the right

moment. This,

and the stunning

combination of

rot in all corners

of the body,

cracked

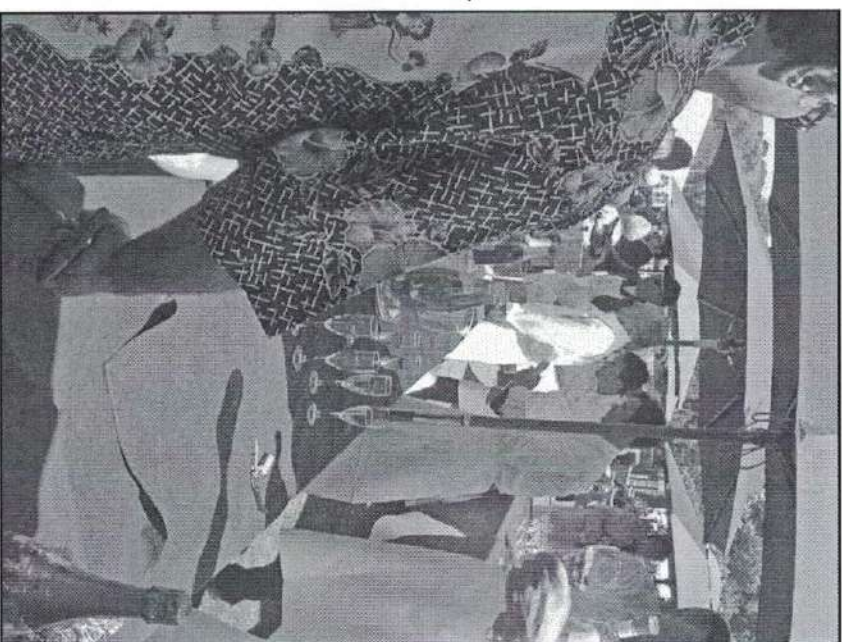
windscreen,

Mexican blanket

covering frayed

upholstery of the back seat, desert camo-patterned curtains lining the cargo bay windows and a special front license plate that reads "WHATEVER" no doubt pushed the judges over the edge.

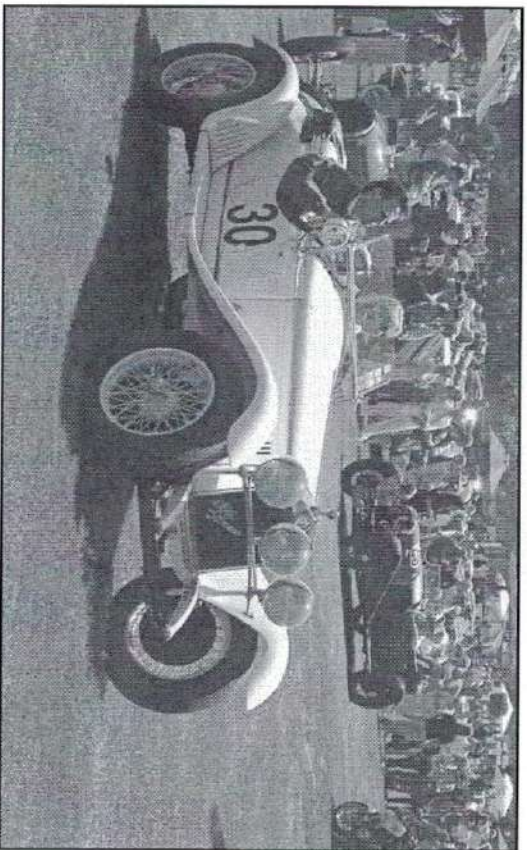
Next year's event promises to be more merry and madcap. You should plan to spend part of your Saturday there!



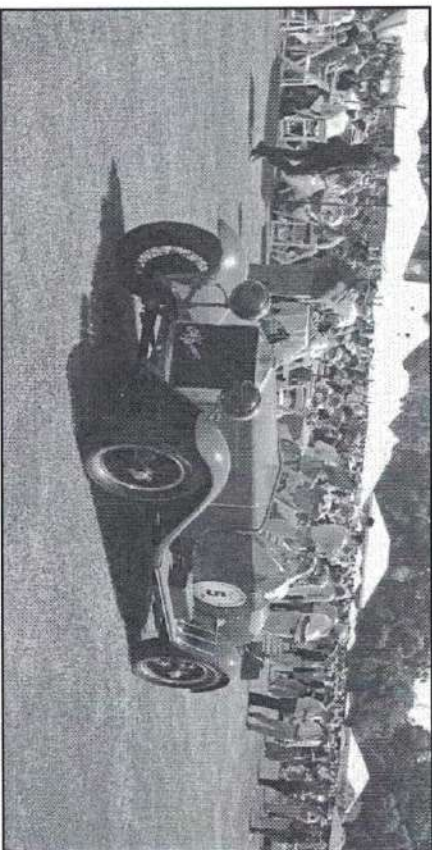
More Champagne to go with that caviar? The Barretts celebrated at the Quail Lodge -- "A Motorsports Gathering" -- very posh!!



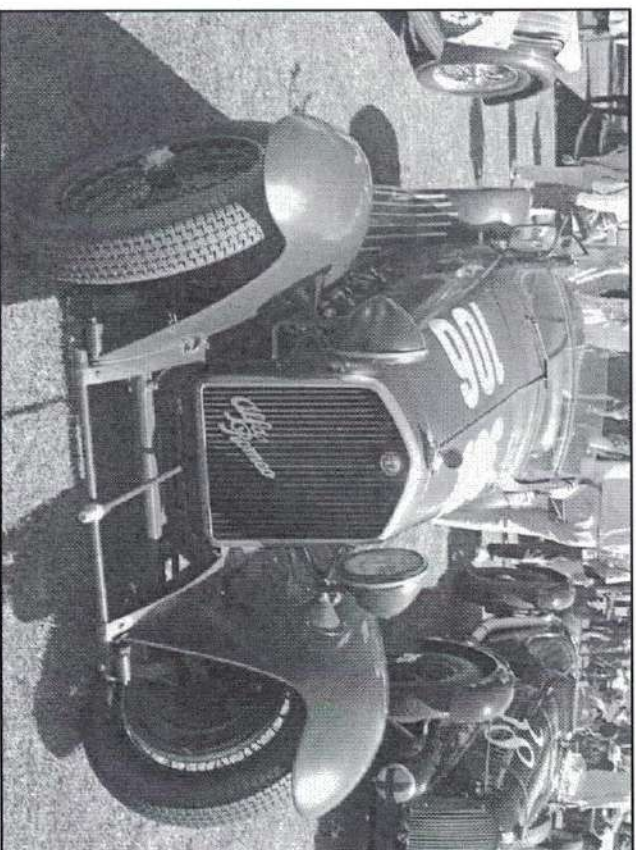
This looks like a 6C 2300 B, circa 1938-39.



The Behring darling, a 6C 1750 Gran Sport circa 1930, with possibly an RL SS, circa 1925, in the background arrive from the Historics.



Another arrival from the Historics, it looks like a 6C 1500 Spider, Circa 1928-29



This looks like Peter Giddings' Monza, an 8C 2300 Spiders, circa 1933, fresh from the Historics.

More from Monterey



Seen on the road to Carmel, a likely entry in the Historics.

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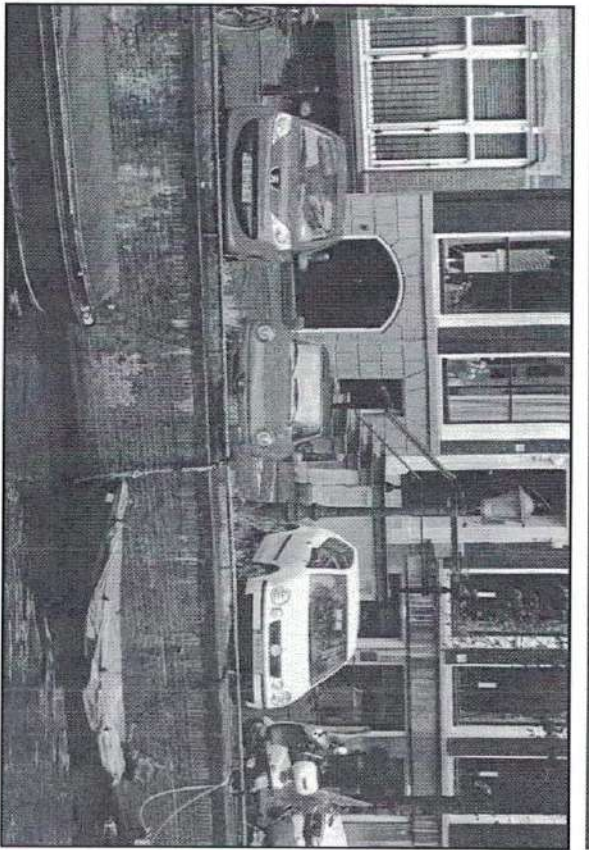
Bonnie & Charlie Schwartz went to Denamrk and the Netherlands, and found some Alfas along the way.



A smoking Spider? Parked at the Tobacconist in Amsterdam.



Where else would an Alfisti park his/her Alfa?





A Spider parked near their Amsterdam B&B -- it didn't move.



An Odd Fellow (IOOF) in Copenhagen

A MiTo in the Netherlands.



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