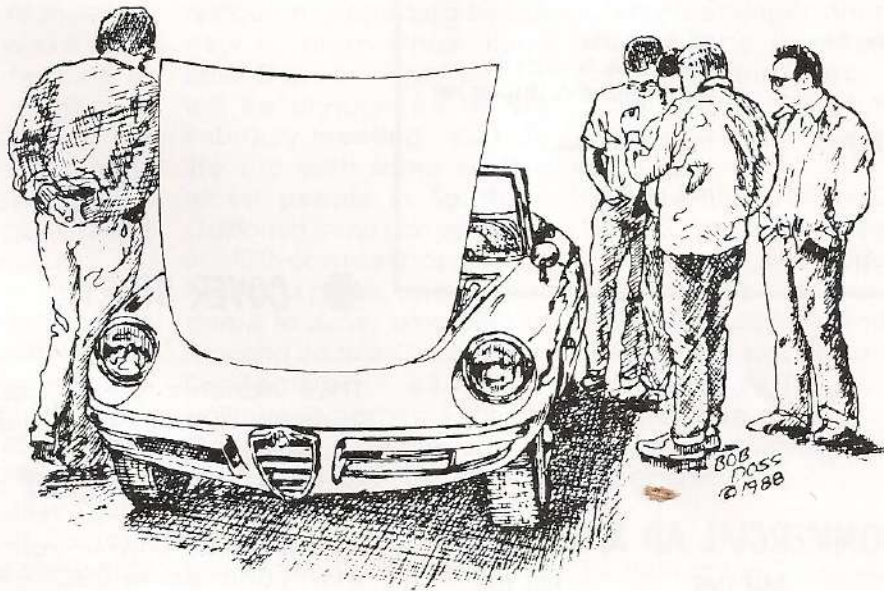


ALFacionada!



ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 27 NUMBER 2 FEBRUARY 1988

AlFacionada!

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA

ALFACIONADA is the monthly publication of ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA, a regional chapter of ALFA ROMEO OWNERS CLUB, INC. Subscriptions to this newsletter are included as part of the \$35.00 membership fee paid to AROC, Inc. Meetings are held monthly on the fourth Friday of the month at 8 P.M. at Alondra Park Clubhouse located at 3850 Manhattan Beach Blvd., Lawndale, Ca. Please send articles, letters, ads and black and white photographs to the newsletter editor by the first of the month for publication in that month's edition. Classified ads are available as a free service to members and at a nominal \$5 charge to non-members advertising Alfa items. This newsletter and its authors assume no liability for the accuracy or legality of any technical information appearing herein.

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ATTENZIONE!

There will be a Basic Tune-Up and Fuel Injection Clinic for the amature mechanic at Hector's European Motorcars at 12 noon on Saturday February 27. The address is 4741 Lankershim Blvd. in North Hollywood. Telephone is (818) 762-4376. Be there!

Also, La Torre Alfa Romeo is now giving away free AROSC memberships to every new Alfa Romeo buyer, so get the word out to all your friends who are in the market for a new car!

COVER STORY

This month's cover celebrates the long-awaited return of Bob Doss' lovely artwork. This is brand new, never before released and depicts Dave Lieberman's Duetto at the Descanso Gardens Concours. Thank-you Bob Doss from everyone at AROSC!

COMMERCIAL AD RATES

	HALF YEAR	FULL YEAR
1/8 Page:	\$ 45.00	\$ 75.00
1/4 Page:	\$ 90.00	\$150.00
1/2 Page:	\$180.00	\$300.00

Prices are for camera ready art. Please contact the advertising director if you need assistance in formulating your advertisement.

♣ PRESIDENT



Well it finally happened, Joel Hoffman is no longer President. After three years of leading our club, Joel has stepped down to take a well deserved rest. Joel will be taking a board position as exofficio. If you were at the January meeting I'm sure you'd agree the lengthy applause Joel received was well deserved.

The new President (that's me folks!) is a fun loving, jolly old racer type who doesn't take too many things seriously. And it looks like the only thing serious about this job is having to meet Bill Pringle's newsletter deadline. (I'm hurrying as fast as I can!). I will take seriously the spirit of the club. It seems we're missing a lot of our friends these days. This also goes along with the amount of involvement from everybody. So in order to spice things up a bit, starting at the next meeting I've talked Wegge Motors into raffling off a 3 litre; Dave Vegher into giving a full blown, killer 2 litre race engine away; Jack Becronis into raffling off his old Pebble Beach winning Alfa; four first class, around the world, tickets on the Queen Mary

and Scuderia Frigo into giving a ll their race cars to the first four new members of 1988. JUST KIDDING FOLKS! But now that I have your attention, let me tell you a bit about the rest of the year.

We will start it off with a video of last years club events, (ala a music video), by yours truly. This video has been submitted to the Music Video of America Awards committee. Admission free to the first two hundred guests. Our next meeting will be a dinner meeting at a fabulous, and inexpensive, restaurant organized by our new Program Chair, Ilona Ester Shillman. The 'where' will be announced at the February meeting. Candle life sup with some of the nicest people in Southern California, how can you beat it! Other meetings will be held at a picnic and softball game in June; at a BBQ at Rex and Jackie Chalmers in September; even a Halloween party/meeting in October. Can you see Al Cortes trying to hold a technical discussion on the workings of a 750 transmission while dressed as a ballerina. It is rumored that the great Italian Paolo Gambini will be there. This

meeting should not be missed.

Our tech clinics will be held at Hector's European Motorcar Garage in February, at Omega Motorsports, Bill Werner's Alfa Only in July and Stadium Alfa Romeo in March. We will also have a clinic on basic maintenance for those of you as fumble fingered as I and I'm sure there will be others before the year is out.

John Shiller is going to organize an AUTO X in Riverside Co. at March AFB, in March as a matter of fact, along with a tour of the March AFB air museum. There will be an overnight wine tour to Atascadero (that's tour then wine), with some great side trips, lead by Kate Benson and John Ireland; our Treasurer, Pete Valenzuela is talking about arranging a tour to the Baja in September; Charlie keeps trying to arrange a tour of Glensomethingorother and there will be the Carlsbad time trial and party with those great folks from the San Diego region.

Our new Competition Chair, Dan Ritter, has set the first concours at Will Rogers in May and with help from Tom Stoner we will have more to follow. He has lined up a couple of AUTO X's and maybe even a rallye or two (any rallye mistress/masters listening out there).

The Christmas party might be held at the Santa Monica Pier's Carousel and there's always our terrific swapmeet to look forward to.

Continued next page...

Charlie Thieriot is cutting back his involvement in the competition area due to the opening of his new video store in the Palisades but will still run our time trial program this year. (The first event at Riverside will have been run by over 100 cars by the time you read this!). Due to the closing of Riverside Charlie is having to stretch himself a bit, but we will run four to six events nonetheless. And what with five or six great vintage races, there should be enough for everybody.

Our new Board of Directors is a great one with John Ireland as Vice President, Pierre spending money as usual, Gene Zettle as Secretary, John Deghi doing Membership once more. We will have the fabulous dancing duo of Pat and Frank Kranz (not the other way around) Socializing our lives to faretheewell. Dan Ritter will take over the Competition helm from Charlie Thieriot, Bill Pringle will be responsible for any of the Presidents typos and grammatical errors, and Alan Stanford, John Shiller, Tom Stoner, Kate Benson, David DeRozier and Harold Rich as Directors at Large (whew!). So with the help of this fabulous board I'm going to push, cajole, weedle and stamp my feet in order that this year is different, fun and even a little exciting. It's hard to miss with the people I've met so far. So, come on out, have some fun with us, help Allison Chalmers defend the clubs food fight championship, and enjoy.

Here's to the NEW YEAR!

JOHN GREEN



SOCIAL CORNER

AN ALFA ORGY ?????!!!!

Well yes...more or less. If you loved "The Big Chill" or if you only remember "The Graduate"...if you love to race along Highway One with "Stairway to Heaven" blasting your brains out...or Janice Joplin...or even Puccini...or sure, even Verdi...we'll even let you play new wave elevator music...I've lost the point as Tim Leary used to say...it was twenty years ago today, oh yeah...I remember...dig this (remember dig), AROSC is having a far out, blow your mind, groovy (is that how you spell it) wine tasting party and overnight tour...a pajama party for semi- adults, kinda...I keep...digressing...don't Bogart that... oh yeah, now I think I remember... MARK THESE DATES ON YOUR CALENDAR!

SATURDAY MARCH 12th AND
SUNDAY MARCH 13th!!!!

SATURDAY MARCH 12th

The Tour will leave from the Malibu Beach area at 8:00pm and wind it's way north on the best driving roads we can find. Lunch time we will also include a wine tasting session...tasting, not swilling...**DRUNK DRIVERS WILL NOT BE ALLOWED TO STAY WITH THE TOUR.**

After that, we will continue north, arriving at Avila Beach to check into a romantic Inn where each room will have a private hot tub and a bottle of champagne waiting.

That evening we will have a Barbeque dinner...followed

by...you guessed it... more wine tasting, in a giant 45 person hot tub where we can discuss the meaning of the Beatle's white album or the capital depreciation on the first years lease of a Ferarri GTO or the secret message hidden by Jim Morrison in Fusi's bible "Tutte Le Vetture Dal 1910."

SUNDAY MORNING MARCH
13th

We leave the Inn at 7:30 am for the drive north to San Simeon and a 9:00 am tour of Hearst's Castle. After that, we zoom down the coast for a late lunch and another wine tasting session... followed by a very relaxed drive back to L.A.

PRICES

Room in Avila Beach \$70 per couple (includes champagne).

Barbeque Dinner at Inn, approx. \$10 per person.

Tour of Hearst's Castle \$10.00 per person.

The cost of Wine Tasting/Lunches is still TBA.

This isn't a cheap weekend, but it may be the best two day vacation you'll ever spend. Good roads, good friends, good cars, good grief...but you have to let us know if you are going, by March 1st, 1988.

CONTACT KATE BENSON OR JOHN IRELAND PHONE NUMBERS INSIDE THE FRONT PAGE OF THIS NEWLETTER! PLEASE, ADVANCE RESERVATIONS ARE A MUST FOR THIS EVENT.

Alfa Romeo

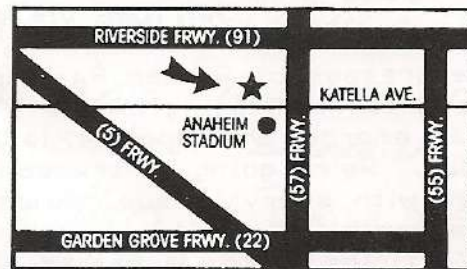


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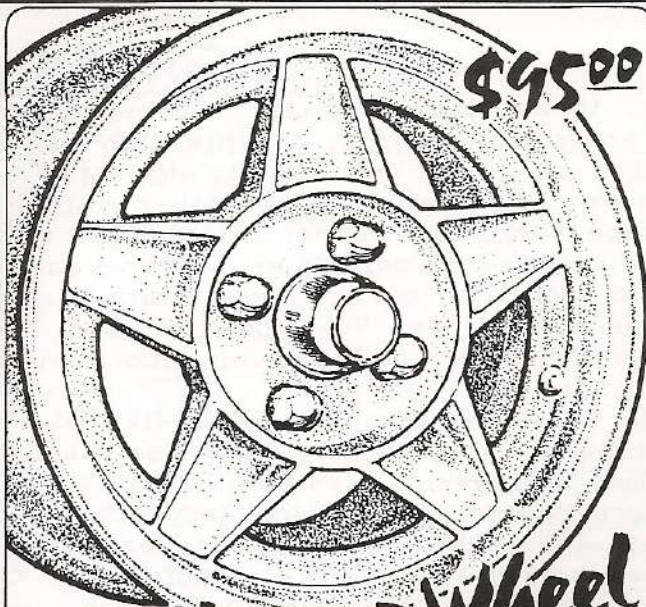
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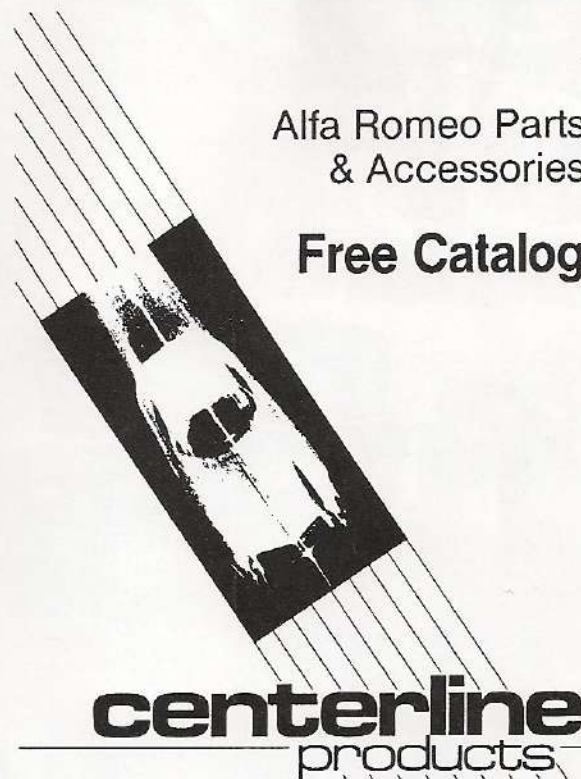
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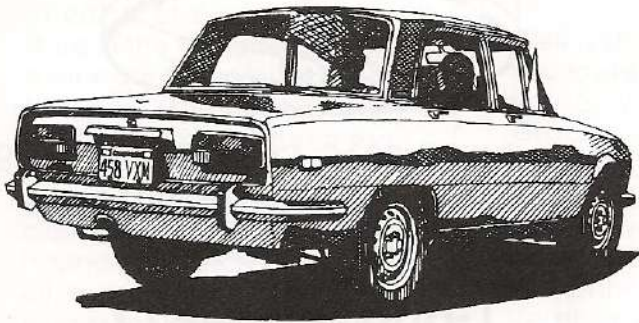
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♣ EDITOR'S DESK



"MATTONE VOLANTE"

From the presses of William Randolph Pringle's great publishing empire there has emerged yet another landmark newsletter. We're going to try something new with every issue from now on! This month, if you'll notice, several articles are in a rather snaz-

zy three column format. I think it's rather professional and pleasing to look at. Hope you like it. Next month will feature a scratch-n-sniff page where the reader will delight to such aromatic delicacies as ten-year-old "Texalfa", burnt clutch lining (asbestos-free), 90wt. gear oil and various other fluids, fuels, lubricants, etc!

On the serious side, I would like to thank several people whose assistance made this issue possible. Alan Stanford helped with editing and retyping as well as Ms. Louise Velasquez and her secretary Denitria. Photos by Saverio Bono (Duetto), Bob Regenos (January meeting), and yours truly (Time Trials) helped the visuals along with Bob Doss' cover artwork.

Enjoy- and see you next ish!



Alfa Romeo

Association
of Northern California

DEAR JOHN -

DALE FARMER WAS KIND ENOUGH TO GIVE MY AUNT ROSE A COPY OF YOUR ALFACIONADA JANUARY CENTER FOLD. AS THE CONSERVATOR OF TWO OLD MAID ALFA FOLDERS, THIS LETTER IS TO PUT A HALT TO SISTERLY BICKERING, AND REQUEST ANOTHER CENTERFOLD. PERHAPS I SHOULD EXPLAIN. THE ELDER IS A GREY TI WE CALL THE GREY NUN, AND THATS THAT. HOWEVER AUNT ROSE IS A STATELY LOOKING MARDON SUPER WITH PINK WHEELS AND A 1750 ENGINE. SHE HAS A DESIRE FOR LEGITIMACY THRU AUTOCROSSING, BUT IS TEMPORARILY SATISFIED WITH HUMILIATING BMW'S. IF THE SANDERIA FRIGO HAS NO ENDOUPIES THEY WILL VOLUNTEER. I MUST WARN YOU. HOWEVER, THEY ARE FICKLE, AND HAVE AN INFATUATION WITH A SUPER "PICK UP" TRUCK SOME WARE IN ESCONDIDO.

P.S. MY BOAT TAIL FINDS THIS WHOLE THING DISTASTFULL.

This letter was from John Dawson who is the President of the Northern California chapter. It was sent to our new Pres John Green and obviously displays a great fondness to "fordors"! It was accompanied by the photo on the preceding page.

VERY TRULY YOURS

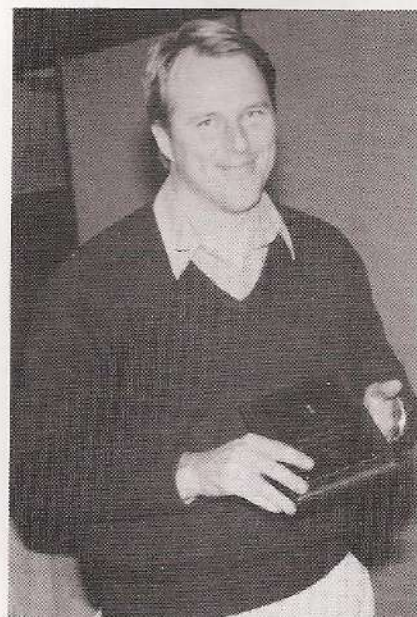
PRESIDENT A.R.A.
AND AROC SD MEMBER



January

MEETING

All photos by Bob Regenos





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EVEN ALFAS GET LOST IN THE DARK

By John H. Samson

After enjoying the telecast of the '87 LeMans Highlights my mind wandered back to my night racing experience. There were no floodlights to brighten the corners or guide you down the long straight; the car's headlights were your total source of illumination. The only bright light was a portable floodlight positioned by the scorers so they could see the numbers on the cars as they hurtled by.

The race took place at R.I.R. in May of 1975 and was my third IMSA race. It was to start at 4:00 p.m. To set the scene: at that time the big cars were Porsche Carreras, BMW CSi's and Spl. Corvette's. They would achieve 170-180 mph down the long Riverside straight. Bill Kohl and I teamed together to

Datsun 510's and BMW 2002's.

The excitement of racing at night piqued our interest, something new, a real change. Calling upon total lack of experience, we proceeded to wire the car for lights. Not only did we have to brighten the road, but the usually unlit instruments in the cockpit had to be illuminated.

After several hours of work the job was done. Much to our surprise everything worked. The instruments lit, the front and tail lights went on, but most excitedly the large Marchal "flame throwers" illuminated the garage like search lights. In fact the heat from those two beauties could toast bread at six feet. We had no doubt that we were ready. Little did we know what was in store for us.

The rest of the preparation was anticlimatic. We passed the tech inspection with flying colors. Believe it or not all the lights went on and off without

I climbed into my Milanese bolide to challenge the darkness. You might ask, why did I get to drive first during this long awaited night practice? Well, it was simple--I owned the car! Bill patiently waited his turn.

At last the course was open for practice, the engine fired with its usual deep two liter Alfa roar and ALL the lights went on. I adjusted the multi-lensed Wink mirror and off I went. During the first few laps the road seemed adequately lit since many cars were around me. As I rounded Turn 8 and headed down the long straight Stuck's BMW CSi closed in on me with the speed of a heat-seeking missile. The million candle power lights on the front of his BMW lit up my Wink mirror like so many spot lights. My pupils constricted, as God intended them to when confronted with an intense light source; unfortunately, the BMW shot past with great authority before the "Champion Bridge" and the blinding light was gone. I must say, just in time for me to see the "dog leg" before entering Turn 9. "OK", I said to myself, "we will remove the Wink and put on the standard mirror. That will solve the a potentially disasterous problem."

I regained my composure as I headed into Turn 2 and traversed the course to Turn 8 with a GTU Porsche ahead of me lighting the way. As he entered Turn 8 the Porsche driver must have suffered a "brain fade" because he spun off into the dirt. I was now alone heading down the straight, no other car to help light my way. All I could see were two distant pin points of light on the boiler plate at the end of the straight. Our two "flame throwers" were lighting the wall 3/4 mile down the road. The track between the car and the wall



drive my ex-Kwek 2 liter Alfa Romeo GTV in the under 2 liter touring class. At that time the touring class was separate from the GTU (under 2.5 liter GT cars) and GTO (over 2.5 liter GT cars). Our competitors were

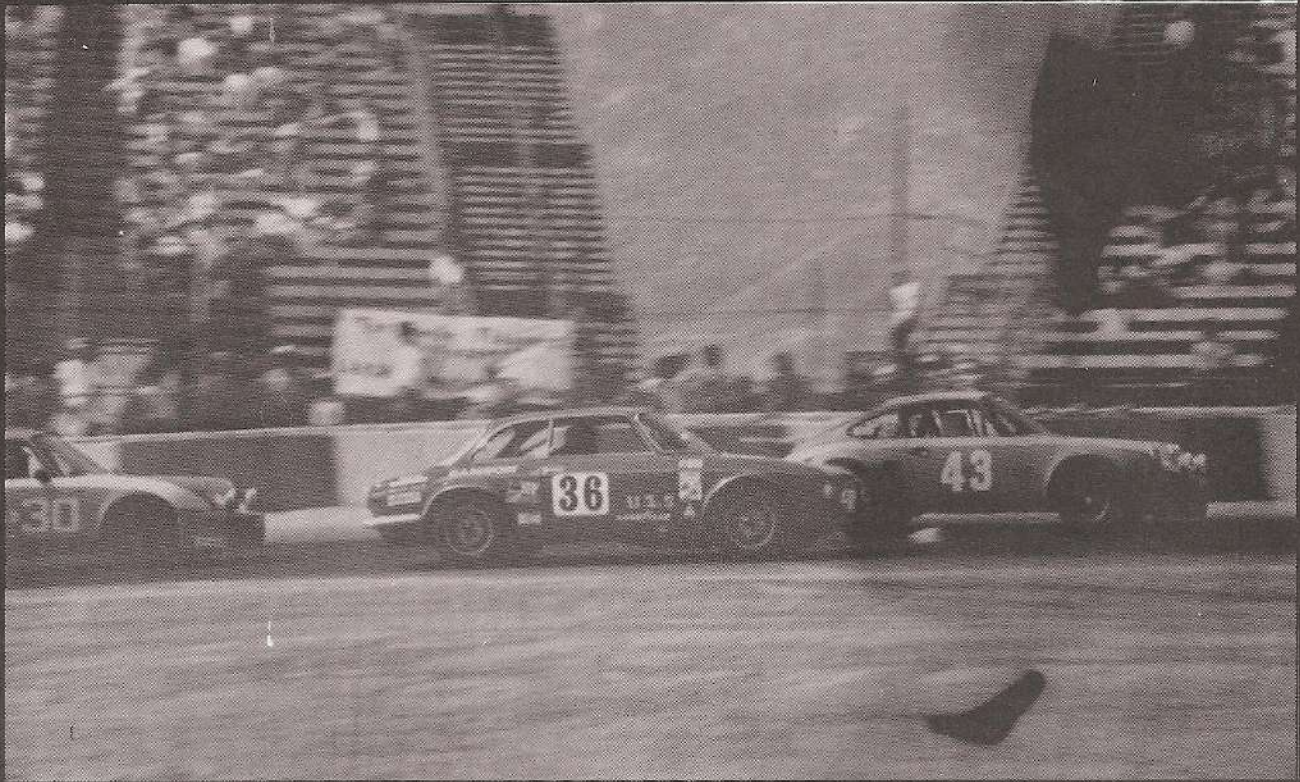
blowing a fuse during the whole pre-race period.

Bill and I were ready to run in the dark. We drove through the daylight practice with anticipation for sunset. Finally, the long day ended and

was dark. I mean very black. We had counted on the regular head lamps to illuminate the near road and the Marchals to light the distance. Well, we had figured wrong. The regular headlights might as well have been candles at the speed we

answer. As the crew argued loudly about how to solve the problem, a small, thin man walked up to me and in a foreign accent said, "It appears you are having a problem with our product. If you put a decal on your car" he added, "we will

replied. Within minutes they were done and I must say the decals were prominently displayed on the Alfa. With only a few minutes left I went out on the track. What a difference; I could see the track. I quickly turned the car



were going, and the "big lights" had no side flare. There I was, going 140 mph not knowing where the track borders were and more importantly the "dog leg" was. The Alfa was a missile falling down a dark well waiting to hit the water. Once again I thought, "Where did the track go?" Just in time, Peter Gregg's Porsche hurtled past me illuminating the "dog leg". What a relief!

I drove into the pits and the faithful crew looked anxiously to me for some sage comments. Instead, they heard, "I can't see the road, the lights aren't right." Their faces fell. "How could those high candle power lights not illuminate?" they queried. I was too frazzled to

help you." At that point to get some help I would have put a decal on any thing he wanted. We pushed the car to the Marchal tent and three men examined the front of the GTV. The head technician turned to me and said, "You have made a big mistake." He was clearly trying to be kind for we were flat out stupid! He continued, "We will change the lens in one light which will spread the beam to illuminate the track borders and leave the other as a long distance light. That will solve your problem. If you give us permission, we will do it for you." I thought to myself, give him permission! Hell, I couldn't answer fast enough. "please do so, we would be forever grateful," I quickly

over to Bill so he could get some practice. When he came in, he looked at me as if to say, "What was the problem? Driving at night is no great task." Without the Wink mirror and with the proper lens, he was right.

After this exciting night practice we anxiously looked forward to the race. The daylight hours of the race passed quickly without a problem. By three hours the GTV was leading the T.U. Class. The sun set and on came those beautiful lights. The drama was not yet over; with two hours to go we received the "mechanical" black flag, the dreaded "meat ball". When I pitted, we were told our taillights were not on and we

John Samson continued...

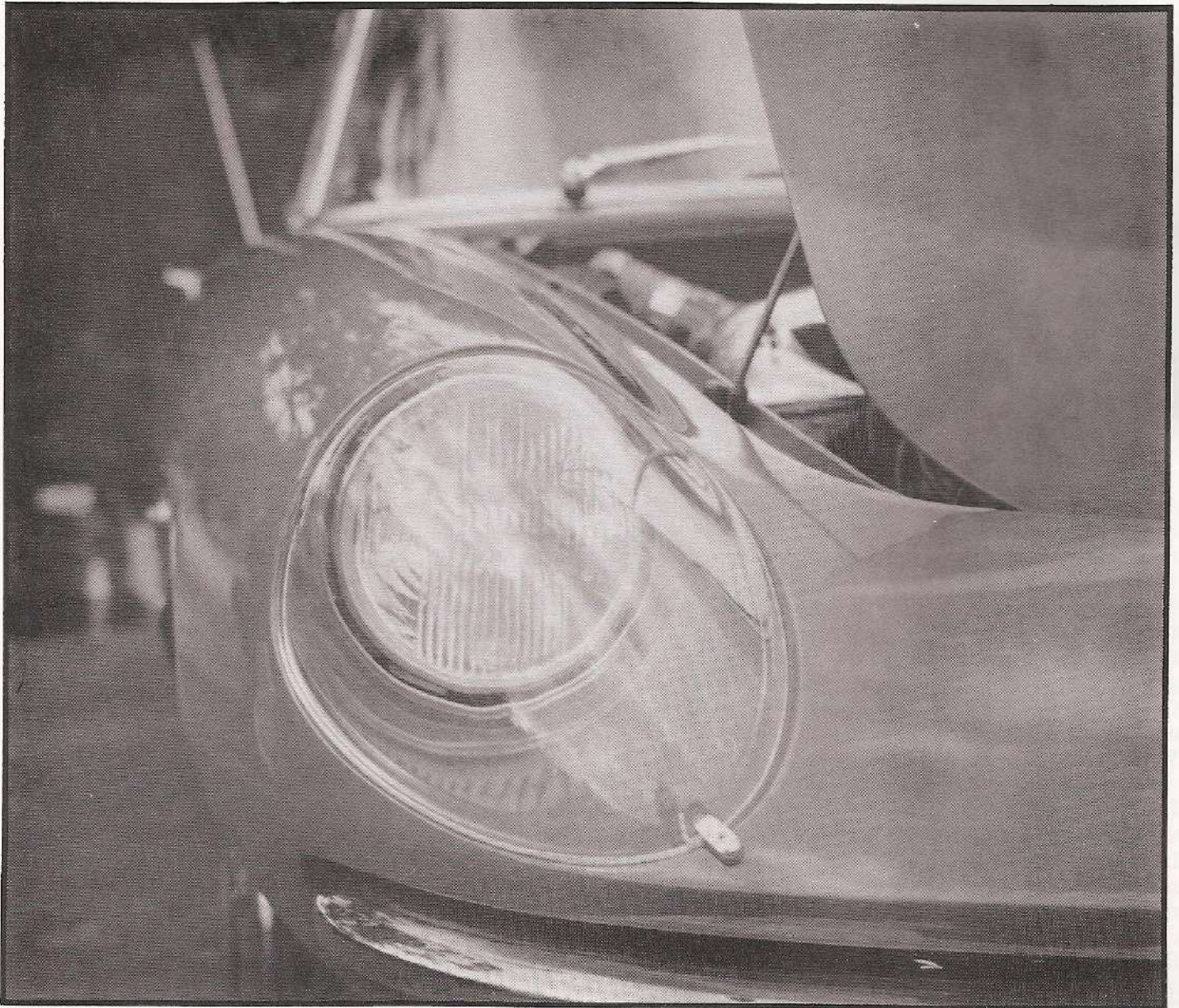
couldn't run until they were. The lighting system again had "slapped" us. Since I had been driving, my adrenalin level precluded my performing a careful analysis of the problem. All I wanted to do was get going and fast. As the crew peered at the wiring system under the hood, seemingly without an answer, Charlie Thieriot walked up and

suggested we bypass the tailight relay and use the relay for the Marchals since they were working. Bill deftly did that and on they went. The official was pleased, Bill and I were happy and Charlie was smug knowing his suggestion had solved the problem.

From this point our Alfa rolled up trouble-free to a T.U. 2L. class win, showing the Datsuns and Bimmers why Henry Ford always doffed his hat when an Alfa went by. Well, it wasn't LeMans, but it was racing at night on an unlit road course. As we watched the

telecast from the famous French circuit, Bill and I and the '72 GTV rekindled the oneness we shared that May at R.I.R.

I hope this tale of our quest brings back some memories of great times spent with your Alfa, because owning an Alfa Romeo is possessing a machine that allows you to make memories on the road and the track. I will always remember the quote which came from the loud speaker at the 1985 Historic Car Races at Laguna Seca, "Every Alfa Romeo is a race car."



TIME TRIAL RESULTS

TIME TRIAL #6 - SEPTEMBER 26, 1987

RIVERSIDE RACEWAY - SHORT COURSE

Name	Car	Riverside-Short 9/26/87				
CLASS A						
Mobius, Pablo	76 Alfetta	1:47.44	1:47.60	1:47.30	1:46.85	0:00.00
Wein, Philip S. (B)	Alfa Romeo 2000 GTV	1:54.91	2:12.02	1:52.21	1:51.09	2:03.36
Cote, John	Alfa GTAm	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00
CLASS C						
Green, John	Alfa 1650 Giulia Super	1:49.45	1:50.56	1:50.31	1:49.15	1:48.62
Alaman, Louis G.	74 Alfa 2000 Spider	1:54.88	1:55.09	1:55.43	1:54.24	1:55.02
CLASS D						
Chalmers, Rex	Alfa 2000 Giulia II	1:50.00	1:49.85	1:50.04	1:49.57	1:50.09
Rich, Harold	Alfa 2000 Sprint GT	1:53.03	1:52.44	1:52.22	1:52.94	0:00.00
Avery, Ron	Alfa GTV-6	1:56.10	1:54.78	1:54.98	1:53.75	1:52.97
Hutchins, Bob	83 Alfa GTV/6	1:56.24	1:57.16	1:57.55	1:56.18	1:59.96
Cannone, Joe	Alfa 1700 GT Jr.	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00
Cannone, Sergio	Alfa 1700 GT Jr.	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00
Gaylard, Phyllis	Alfa 2000 GTV	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00
LeBlond, Richard H.	Alfa GTV/6	2:05.33	0:00.00	0:00.00	0:00.00	0:00.00
CLASS E						
Pringle, Bill	Alfa 2000 Berlina	1:53.59	1:51.98	1:52.63	1:52.47	1:52.01
Mangino, Edd	Alfa Spider Veloce	1:54.55	1:53.89	1:54.26	1:53.62	1:54.62
Shillman, Ilona	Alfa 2000 GTV	1:56.06	1:54.89	1:55.29	1:55.41	1:54.75
Deghi, John	Alfa GTV-6	2:02.13	1:59.79	1:59.28	1:59.14	2:01.55
Levi, Alain	73 Alfa 2000 GTV	2:01.29	2:00.29	2:01.14	2:01.47	1:59.48
Tomassian, Kirk	Alfa Milano	2:00.96	2:00.45	2:01.38	2:01.39	2:00.42
Stoehr, Dirk	Alfa 2000 Spider Vel.	2:03.53	2:02.16	2:02.50	2:02.41	2:05.68
Haines, Jonathan	Alfa GTV/6	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00
Lehmann, Gerry	Alfa GTV/6	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00
CLASS F						
Ritter, Dan	Alfa Giulia II	1:57.18	1:57.10	1:56.51	1:55.99	1:55.12
Illeman, Judy	Alfa 2000 Graduate	1:55.86	1:56.16	1:56.01	1:55.97	1:56.36
Guiral, Philip	67 Alfa Spider	2:01.26	1:56.97	1:56.77	1:56.36	1:57.34
Herting, David	Alfa 2000 Sprint GT	1:59.44	1:59.36	1:59.13	1:59.43	1:59.92
Stoehr, Hans	73 Alfa 2000 GTV	2:00.35	2:00.39	1:59.45	1:59.35	2:05.80
Abbene, John	76 Alfetta Sedan	2:03.06	2:03.28	0:00.00	0:00.00	0:00.00
Buffa, Carl	2000 Alfetta GT	2:05.93	2:07.17	2:05.94	2:06.31	2:04.89
Gillis, Pat	2000 Alfetta GT	2:06.05	2:06.39	2:06.26	2:07.40	2:05.83
Herting, Erika	Alfa 2000 Sprint GT	2:07.33	2:08.94	2:08.97	2:07.82	2:08.05
Lacey, John	78 Alfa Sports Sedan	2:11.94	2:10.49	2:09.76	2:08.92	2:07.48
Jungblut, John R.	67 Alfa GTV	2:12.68	2:11.36	2:11.30	2:13.23	2:21.07
Kranz, Frank	Alfa 2000 Berlina	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00
Clements, Mitch (H)	56 Alfa 1300 Sprint	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00

Alfa Romeo

CLASS M

Foye, Kevin	Chevy Camaro	1:39.23	1:39.56	1:38.84	0:00.00	0:00.00
Hauft, Robert	Porsche 911 Carrera RS	1:42.98	1:46.70	1:42.97	1:42.71	1:43.73
Serota, Todd B.	Porsche 911 Carrera	1:43.41	1:43.05	1:42.84	1:43.34	1:42.88
Mirell, Mike	Porsche 911 Carrera	1:45.61	1:45.45	1:44.61	1:44.88	1:44.95
Peterson, Gary	Mazda RX-7	1:47.88	1:49.69	1:46.38	1:46.93	1:46.74
Winter, Steve	Chevy Corvette	1:47.86	1:47.70	1:48.04	1:48.27	0:00.00
Bobitch, Henry	Porsche 914-6	1:51.82	1:50.41	1:51.92	1:50.44	1:50.70
McNamee, Ed	Porsche 911E	1:54.40	1:57.61	1:55.30	1:55.31	1:55.78
Wedell, Maurice	Chevy Corvette	2:03.53	2:02.16	2:02.50	2:02.41	2:05.68
Peterson, Joanne	Mazda RX-7	2:07.10	2:08.01	2:05.73	2:05.20	2:03.96
Green, Allen	Ford Mustang	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00
Schlicht, Mike	Lotus Europa	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00
McFall, Scott	Lotus Europa	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00

CLASS N

Ingram, Gary	Mazda RX-7 Turbo	1:46.22	1:46.66	1:47.04	1:46.99	2:07.11
Lowery, Jim	Porsche 944 Turbo	1:49.77	1:50.97	1:50.59	1:49.24	1:49.99
McClintock, David	Porsche 914-6	1:52.92	1:50.64	1:50.00	1:50.89	1:51.18
Clark, Bud	Saab Sonett III	1:51.77	1:51.28	1:50.64	1:51.80	1:52.13
Weterrings, Jorgen W.	72 Datsun 240Z	1:52.08	1:51.97	1:50.85	1:50.82	1:51.83
Rees, Perry	Sunbeam Tiger	1:51.58	1:52.45	1:51.88	1:51.22	1:50.85
Arruda, Joseph	Volvo 242 Turbo	1:53.94	1:55.43	1:52.01	1:51.86	1:52.62
Fasnacht, Alan	Porsche 914-6	1:55.94	1:52.20	1:52.10	1:53.16	1:52.41
Cooper, Les	MGB	1:55.03	1:53.82	1:54.05	1:52.34	2:02.20
Trotter, Rob	MGB	1:56.48	1:55.45	1:54.26	1:55.35	1:54.21
Hearn, Sandy	Mazda RX-7 Turbo	2:00.11	1:59.10	1:56.70	1:57.12	1:58.75
Storovich, Robert	Porsche 944 Turbo	2:03.95	2:01.80	2:01.68	2:02.44	2:05.27
Presto, Tony	Saab 900 Turbo	0:00.00	0:00.00	0:00.00	0:00.00	0:00.00

CLASS O

Talbot, Bob	Mazda RX-7	1:50.41	1:50.44	1:52.31	1:51.79	1:52.34
Baysinger, Scott	Mazda RX2-13B	1:51.06	1:51.66	1:52.00	1:51.95	1:53.99
Bilinshi, Kurt	Datsun 1200	1:53.12	1:52.75	1:52.28	1:51.30	1:51.33
Christie, Andrew	Ford Mustang GT	1:54.41	2:11.63	1:53.29	1:54.53	1:54.50
Lenkeit, Wayne	Honda CRX SI	1:56.38	1:55.50	1:54.49	1:53.73	1:53.43
Kranen, George	Ford Thunderbird Turbo	1:54.25	1:55.10	1:54.23	1:54.89	1:54.87
Bjorkman, Ray	Toyota MR-2	1:54.48	1:55.68	1:54.61	1:55.77	1:55.78
Graham, Lee	MGB	2:08.86	1:56.15	1:54.95	1:58.01	1:54.77
Lee, Joseph	Toyota Celica Supra	1:57.21	1:57.55	1:58.72	1:58.11	1:57.61
Zander, Ron	Mercury Capri	2:01.34	2:02.15	2:01.26	1:59.70	1:58.24
Ritter, Doug	Healy Silverstone	2:05.47	2:02.72	2:00.51	1:58.93	1:59.68
Goduti, Paul	Toyota TRD Corolla GTS	2:03.37	2:03.05	1:59.85	1:59.17	1:59.80



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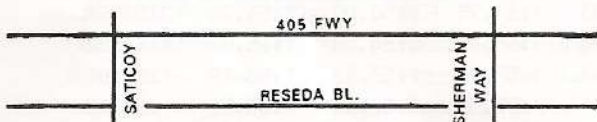
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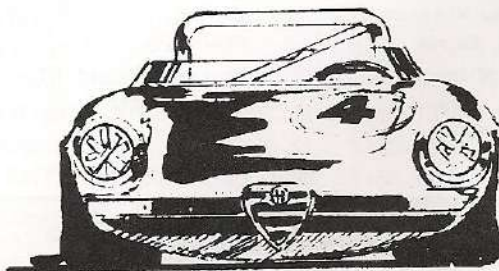
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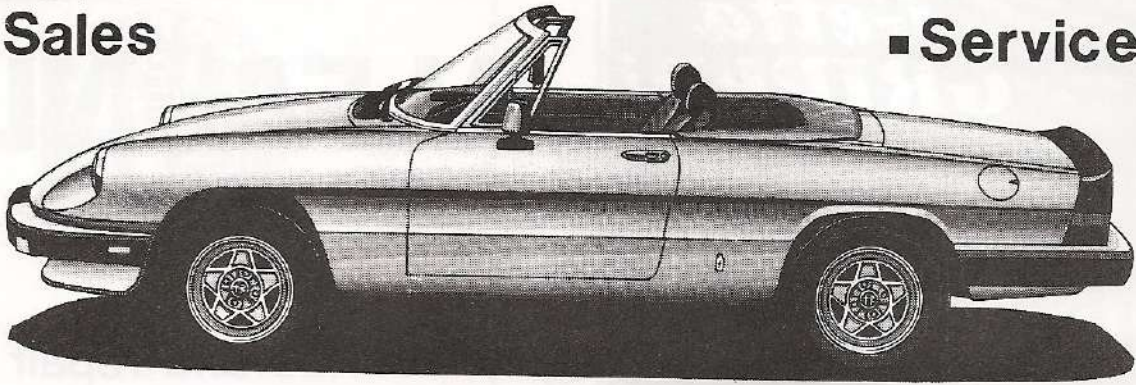
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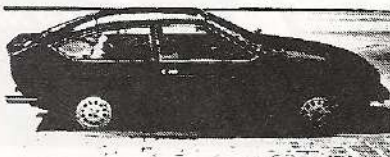
DESCRIPTION	MODEL	BRAND	PRICE
BRAKE MASTER CYL.....	1750,2000,GTV6	ATE, 20mm	\$ 78
BRAKE BOOSTER.....	71-86, 1750,2000	ATE	\$150
BRAKE BOOSTER.....	Alfetta	ATE	\$138
BRAKE CALIPERS (rear).....	Alfetta,GTV6	ATE	\$160
CLUTCH MASTER CYL.....	1750,2000	ATE	\$ 49
CLUTCH MASTER CYL.....	Alfetta,GTV6	BENDITALIA	\$ 47
CLUTCH SLAVE CYL.....	1750,2000	ATE, BENDITALIA	\$ 36
CLUTCH SLAVE CYL.....	Alfetta	ATE, BENDITALIA	\$ 40
CLUTCH SLAVE CYL.....	GTV6	ATE, BENDITALIA	\$ 42
CLUTCH ASSEMBLY.....	1750,2000	SACHS, VALED	\$130
FLEX DISC.....	1300-2000		\$ 22
FLEX DISC (front).....	Late Alfetta	SPICA	\$ 29
FLEX DISC (center).....	Late Alfetta	SPICA	\$ 35
FLEX DISC (rear).....	Late Alfetta	SPICA	\$ 45
T-JOINTS.....	1750,2000		\$ 15
DRIVESHAFT SUPPORT BEARING.....	1750,2000		\$ 12
DRIVESHAFT SUPPORT BEARING.....	Alfetta		\$ 13
SHOCKS (front or rear).....	1750,2000		\$ 36
LOWER BALL JOINT.....	1600,2000		\$ 15
TIE ROD ENDS.....	1600,2000		\$ 11
TIE ROD ENDS.....	Alfetta		\$ 12
WATERPUMPS.....	1750,2000	SILA,BUGGATI	\$ 65
WATERPUMPS.....	Alfetta	SILA,BUGGATI	\$ 65
WATERPUMPS.....	GTV6	SILA	\$ 68
RADIATOR FAN SWITCH.....	Alfetta, V6		\$ 17
HEATER VALVE.....	71-86, 1750,2000		\$ 12.50
CARBURETORS, 40 DRLA or 49 DRLA.....		DELLORTO	\$150 EA.
TANK FUEL FILTERS.....	1750,2000	FISPA	\$ 14
F.I. PUMP BELT.....	1750,2000	PIRELLI	\$ 12
THROTTLE CABLES.....	All Fuel Injection		\$ 7
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	27	Tune-up clinic, Hector's 1pm
MARCH	2	Board meeting
	20	Gen. Meeting, location TBA
	26	Basic mechanics clinic, Stadium Alfa
	30	Board Meeting
APRIL	9/10	VARA race, Riverside
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	23/24	Wine Tour
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