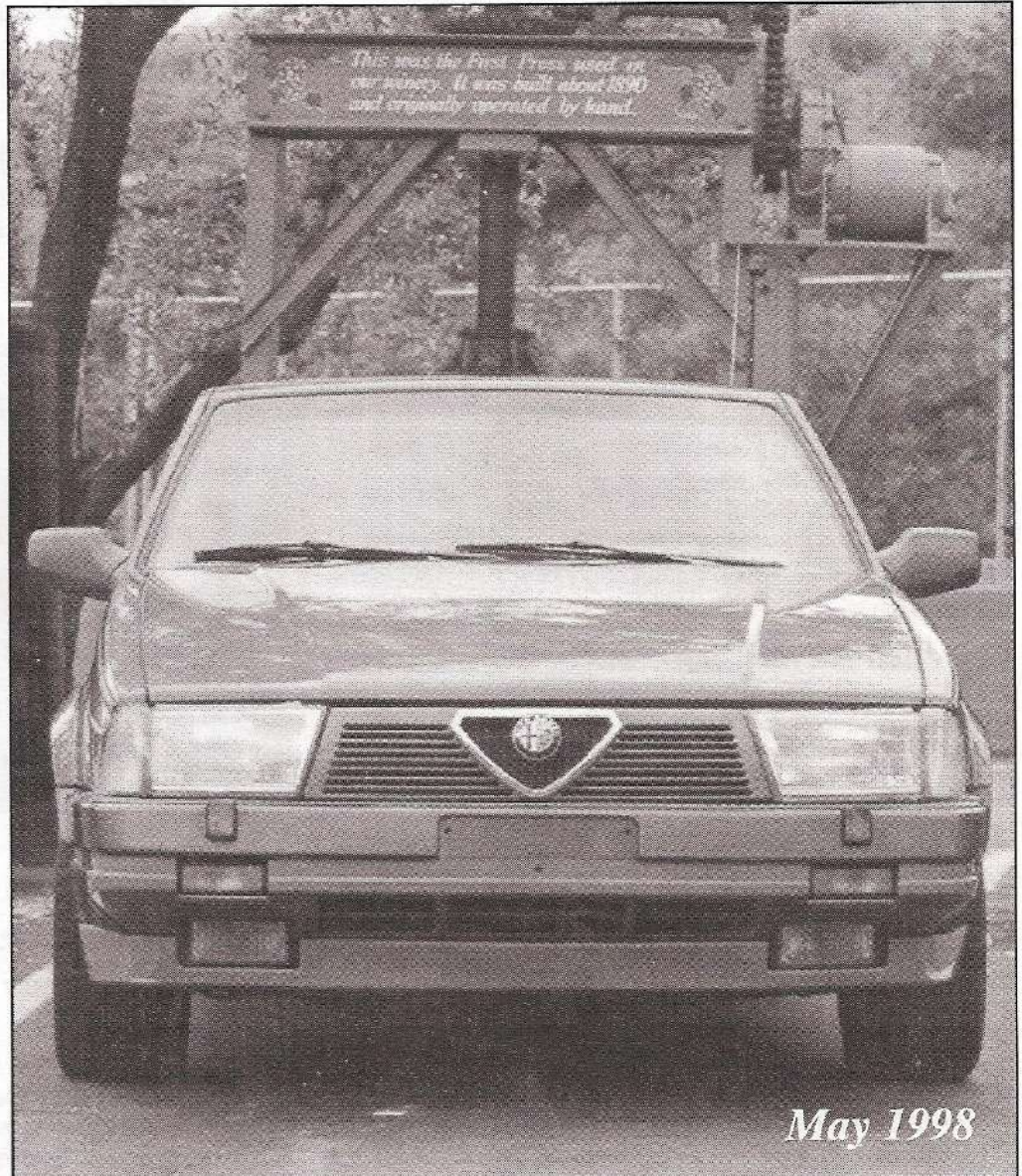


# Quadrant

## Newsletter of the **Alfa Romeo Owners of Southern California**



*May 1998*

**In This Issue: "Success At Last!", "Fear and Loathing in Las Vegas?", "Take That, El Nino!", "0170", and more ...**

### Meeting Information

General Meetings are held the last Friday of each month except November and December at 8:00pm in the Uruapan Room at Veterans' Memorial Park in Culver City. In November the meeting will be held on the last Friday if there are two Fridays after Thanksgiving, otherwise it will be on the Friday prior to Thanksgiving. A holiday party is held in December in lieu of the General Meeting that month.

Numerous special meetings and events are also held throughout the year. Check the Calendar information on the outside back cover for an overview of the year and review *Alfacionada* for details of events planned for the near future.

### AROSC Mailing Address

Alfa Romeo Owners of Southern California  
Post Office Box 3621  
Granada Hills, CA  
91394

### Membership Information

See the inside back cover of *Alfacionada*.

### Important Deadline & Info!

Please send classified ads, articles, letters, and photographs to the Editor in time to arrive before the 20th of the month 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, Inc.*, a national non-profit organization of *Alfa* enthusiasts. Subscriptions to this newsletter are included as part of the annual AROSC membership fees.

### 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.

### Commercial Advertising Rates

Full page	\$500 per year
1/2 page	\$275 per year
1/4 page	\$150 per year
Business card	\$100 per year

### This Month's Cover

At the first AROSC Concours of 1998, held at the San Antonio Winery in Los Angeles, the *Milano* of Anthony Rimicci is seen against the backdrop of the original grape press of the Winery.

*Photo by Tom Suter.*

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# AROSC Previews

*What to expect at coming events*

## AROSC General Meeting - 29 May

Join us for May's general meeting and an evening of *Alfa*-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, "For Sale" and "Wanted" announcements, etc., we'll have a special program. As usual, the meeting time and location are located on the top of page 2 of *Alfacionada*.

Please note that our regular room for the general meeting has changed from the one which we had last year. We now meet in the Uruapan room at Veterans' Memorial Park.

## AROSC Time Trial at Buttonwillow Raceway- 13 & 14 June

Our third Time Trial of 1998 will be held at Buttonwillow Raceway and should be another fun event. The track was designed and is owned by and for drivers (SCCA).

It's an interesting course, with many turns "borrowed" from other tracks. Rooms at the Good Nite Inn are only \$37 and dinner will probably be barbecued Tri-Tip steak and fixings for \$15. (*Sounds like a fun weekend for spectators also - Editor*).

For additional information, call Paul Blankenship at (818) 883-0266, Steve Hamilton at (310) 214-5110, or John Cote at (714) 495-8523.

## AROSC Concours - 20 June

Our second Concours of 1998 will be held at El Dorado Park in Long Beach. Arrival time for competitors should be 9:00 am and judging will start promptly at 10:00 am. Planned categories include open car class, closed car class, special class, and unrestored original class.

All models are welcome, and whether your *Alfa* is a daily driver or a garage queen, there's a place for it at this fun, low-pressure event. Even if you don't have a car to enter, come along and enjoy the cars, the people, and -- of course -- the park.

## AROC 1998 National Convention in Santa Fe, New Mexico - 25 to 28 June

There's a full schedule of activities planned for this year's AROC National Convention, and Santa Fe is a great tourist spot at any time. A number of AROSC members are planning to attend, and if you are interested in exploring the possibility of caravanning with other members, contact Charlie Schwartz at the numbers given in the side-bar box.

## AROSC General Meeting - 26 June

Join us for June's general meeting and an evening of *Alfa*-related fun. Come see what you've been missing in the way of club activities. Along with the usual period for tech questions, "For Sale" and "Wanted" announcements, etc., we'll have a special program. As usual, the meeting time and location are located on the top of page 2 of *Alfacionada*.

**Going to Santa Fe  
for the  
1998 AROC Convention?**  
A number of other SoCal members are also going.  
**Interesting in caravanning?**

If so, contact Charlie Schwartz at:  
(818) 760-0189 voice (studio)  
(818) 763-3903 voice (house)  
(818) 766-8569 fax  
e-mail: [pottree@aol.com](mailto:pottree@aol.com)

## AROSC BBQ and Tech Session - 26 July

Join us for a great *Alfa* Tech Session and picnic/BBQ with supplies provided by AROSC. Festivities will be held at Paul Blankenship's home in the San Fernando Valley. Details will follow in future issues of *Alfacionada*.

## Concours Italiano in Carmel - 14 August

A great event in any year, but this year *Alfa Romeo* is the featured marque. You can expect to see models you thought existed only in the books, as well as a great assortment of street models. Look for their ad elsewhere in this issue of *Alfacionada*. Be warned that hotel space is at a premium and fills up very early.

## AROSC Driving School at the "Streets of Willow" - 29 and 30 August

Want extensive and expert training in car control plus lots of track time? Have we got a deal for you! Come to "the best bargain in high-performance driving you will find anywhere" - the AROSC Driving School.

# Letters

A member shares his Alfa experiences

7 May 1998  
4045 Sunset Lane  
Oxnard, CA 93935-3950

Joel Edinburg  
President, AROC

Dear Joel,

Thank you for your warm tribute citing my 25 year continuous membership in AROC. It has been a lot of fun on a rewarding journey. I treasure the lasting friendships my membership has engendered. I am flattered the club is honoring me.

My Alfa beginnings go back to 1966 in Minnesota when I drove a 1964 *Giulia Spider* just before relocating to California. I nearly bought it and never forgot it.

Over the years I owned a 1965 *Giulia Spider Veloce* listed in the Chris Boles Register, a new 1972 *GTV* purchased from Otto Zipper Motors, and my present 1964 *Giulia Spider* (an original Southern California car) since 1982. I am now retired and should really sell the '64 *Spider* to a younger member who would appreciate it.

I drove two course laps in the *GTV* at the 1975 *Alfa Romeo* Tribute at Laguna Seca, seeing 1.9 miles of *Alfas* on the track from the top of the infamous corkscrew. That was some sight! Another high was being a charter member of the *Alfa Romeo Owners of Santa Barbara*, a National chapter active from 1973 to 1978 or '79. I served as an officer and wrote technical articles for *The Alfieri*, our monthly, under the pseudonym Shadetree I. Motore. Forming a new chapter and incorporating it was a great experience.

This year we are taking a house for the week in Carmel with AROC/AROSC friends during the Concours Italiano, the Monterey Historic Road Races, and the Pebble Beach Concours. So, regretfully, I will not be joining you at the National Convention. My best wishes for the Santa Fe gathering!

Sincerely,  
Doug Robertson

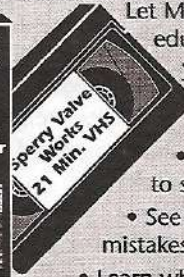
*Editor's Note: Doug sent us a copy of the above letter to the National President of AROC. It had been written in response to a letter from Joel informing Doug that he would be receiving an award from the club for his 25 years of continuous membership in AROC, and that if he were coming to the National Convention in Santa Fe the award would be presented to him in a ceremony at the Convention.*

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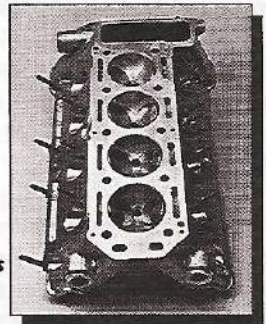
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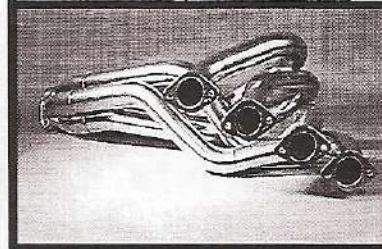


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# 0170

## Thoughts about what's going on in AROSC

by Charlie Schwartz, AROSC President

Before I get too busy packing up to go to the National Convention in Santa Fe, bear with me for a reminder about a club event a lot closer to home. I'm talking about our annual summer picnic and tech session – and this year it promises to be very special.

Instead of meeting in a public park as in years past, this year's picnic will be held at the home of Paul and Mary Blankenship in the San Fernando Valley community of Winnetka. The club will be providing all the essentials for a classic backyard barbecue – hot dogs, hamburgers, soft drinks, etc. And because we'll be at a private home, if you'd like something stronger to drink, you're welcome to bring your own.

Things should get started around 11 am on Sunday, July 26. Directions will appear in next month's issue of *Alfacionada*, or come to the May or June monthly meetings for details.

Our featured technical presenter will be Santo Rimicci, well-known Northridge *Alfa* specialist. All in all, it's an event you won't want to miss.

Looking ahead to the fall, Paul and Mary Blankenship are once more generously sacrificing for the good of the club as they scour the Santa Maria wine country and plan our annual wine tour, which will be held October 10 and 11. Mark your calendar now!

I am assuming our upcoming events will all enjoy clear skies and balmy temperatures, especially after the numerous times El Nino has rained on our parade during the past few months. For example, the first club Concours of the year was held at the San Antonio Winery in downtown Los Angeles despite the rain.

The tide seems to have turned with the clearer weather on hand for the driving school at the Streets of Willow Springs at the beginning of this month. It's not too likely the next Time Trial, scheduled for June 13 and 14 at Buttonwillow, will be flooded out, and the same holds true for the next club Concours, which will be held on June 20 at El Dorado Park in Long Beach.

Thinking of the National again, several people have asked me if there's going to be an official AROSC caravan to Santa Fe. At this point it looks unlikely, but I'm acting as a clearinghouse for anyone who would prefer to face crossing the desert in the com-

pany of other *Alfa* drivers. If you'd like to join a caravan to the convention, contact me by phone (818) 760-0189 or fax (818) 766-8569 and I'll put you in touch with others with the same thing on their mind.

Also coming up for those who are interested: Le Cercle Concours d'Elegance benefiting United Cerebral Palsy will be held Sunday, June 7, from 10am to 4 pm at Loyola Marymount University. For information, call (310) 410-1022 or (818) 782-2211 ext. 430.

If you don't have local plans and you don't mind a little warm weather, you might want to find out more about the Visalia Vin-

tage Motor Sports Festival being held July 4 and 5 at Mooney Grove Park in Visalia. The event benefits the Boys and Girls Club of Tulare County and features exhibits of pre-war race cars and motorcycles, an auction, concours and more. For information, call (209) 739-0924.

Looking just a bit farther into the future, if you're thinking of joining the significant AROSC contingent heading up to the Monterey area for the Historic

Races at Laguna Seca, the Concours Italiano, the Pebble Beach Concours, and all the rest of the mid-August madness, make your travel plans now. By all accounts this year is shaping up to be one of the busiest in recent memory and hotel rooms are already at a premium.

**This year's picnic will be held at the home of Paul and Mary Blankenship in the San Fernando Valley community of Winnetka.**

**The club will be providing all the essentials for a classic backyard barbecue – hot dogs, hamburgers, soft drinks, etc.**



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# Power Steering Rack Preventative Maintenance

by Erik Roe - courtesy of Alfabits, AROC Oregon Chapter

I was looking the *Milano* over the other day. Sort of checking if any oil leaks or other issues had popped up that needed attention. The only thing I found was a torn steering rack "dust" boot. At first I didn't really think much of it, but then it occurred to me that it is a big job to replace that rack and that it is also expensive, some thing like \$400 for a rebuilt one. With that in mind, I decided to replace the "dust" boots.

Most rubber components fail with age, almost no matter the use/abuse. Ozone, heat and oil cause the rubber to lose strength and elasticity resulting in tearing or reduced strength. With my car, the power steering rack has never leaked, but the engine rear crank seal, with 124,000 miles, has started to weep.

Since the steering rack is in close proximity to this part of the engine, I am guessing that is where the oil came from that softened the rubber and lead to the small tear. The driver's side was fine, but I replaced both since I was going to do one. Photo 1 shows the old (left) boot and the new one.

Note that each has 13 ribs, but that the old one has shrunk up over time, it was much less flexible.

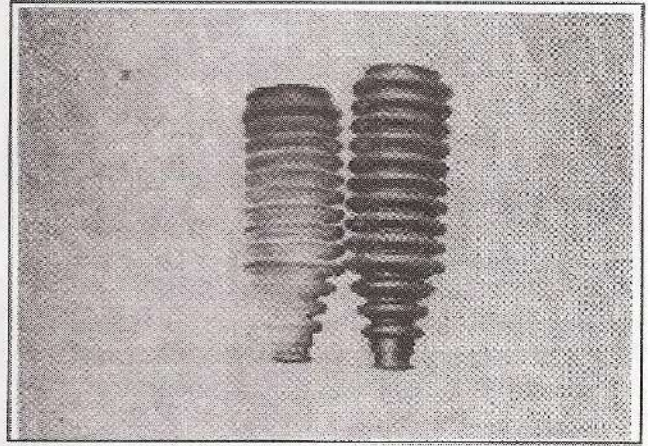


Photo 1: The old boot, left, and the new one. Note that each has 13 ribs, but the old boot was shorter and much less flexible.

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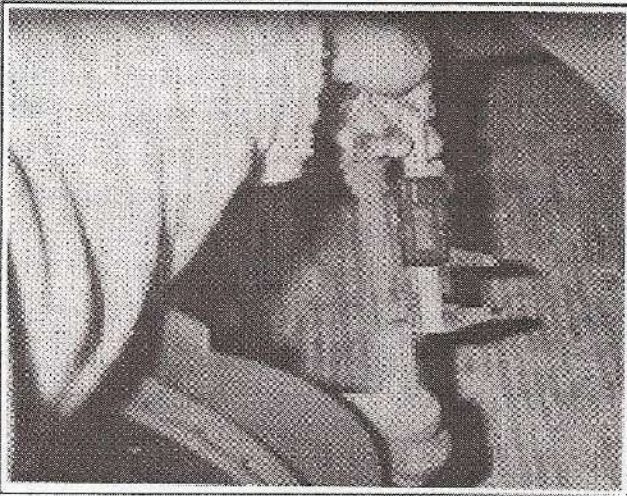
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The parts were pretty reasonable and available at the dealer (in stock at RT GT). Two boots (they are identical left to right) were about \$47 list (part number 00099-43860-00-00 "Dust Cover"). By the way, *AROO* members get a 15% discount on parts at RT GT. The installation took about an hour.

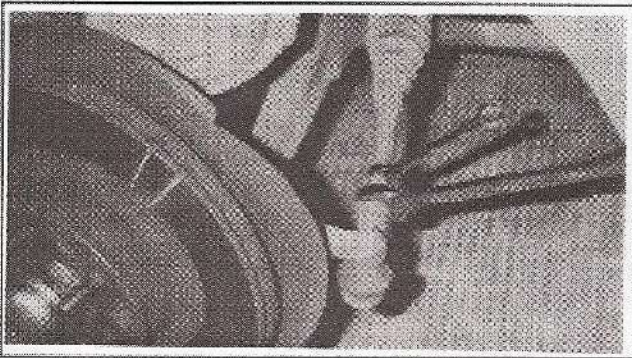
To install a boot, you have to disconnect the rack from the tie rod end, remove the old boot, by cutting the nylon zip tires at each end, and peeling the boot off like you would a rubber glove from your hand. Fit the new boot, install zip tires and connect the tie rod end. Easy, but there are some details.

You need to ensure that the "toe-in/toe-out" remains the same, since you may not want to visit your local line-up shop for after this boot replacement. Photo two shows taking a measurement from a reference point on the rack rod to the locking nut on the tie rod end.



**Photo 2:** Taking a measurement to ensure the same "toe" after installing the new dust boot.

I used my calipers, but as I did the repair, I noticed that the dirt in the threads showed pretty clearly where the nut was located. With a metric ruler, you should be able to resolve 0.5 mm (0.020") which is probably accurate enough. My reference point was the inside vertical edge to the 13 mm hex on the shaft.



**Photo 3:** Use two wrenches to loosen the tie rod end. As the rod is threaded out of the rod end, the boot will need to slip, else it will wind up like a spring.

With two wrenches, photo 3, you can loosen the nut from the tie rod. The rack rod is free to rotate, you may see the old boot twist some, but that's OK if you have cut the zip ties at each end. Be

careful not to run the nut up the rack rod, if you are using the "dirt in threads" measuring technique. Just loosen the nut a quarter turn and then use the 13 mm wrench to back the rack rod out of the tie rod end.

Photo 4 shows the rack without a dust boot. Note the ball joint allowing the threaded end to spin freely. Also note that there are two lands where the boot is held to the rack. One is on the rack itself, and the other is about 1/3 the distance from the ball joint to the threads. In these lands are where the zip ties clamp the boot to the rod and rack body.



**Photo 4:** The rod with the boot remove. Check that ball joint for wear and maybe give it some grease if it is really dry.

I put a small amount of grease in the small hole of the boot to ease installation; a bit of liquid soap would work well also. The point is that the fit is snug and without a little lubrication, it is a struggle to fit the boot. Once the small end of the boot is in place, you can thread the tie rod back on and check its position before you start to fight the big end. This prevents any boot twisting when screwing the rack rod back into the tie rod end.

The boot has to stretch a little to fit onto this second, bigger land of the rack body. The temptation is to use a small screwdriver or similar to help fit it up, but there is not alot of room. I laid on my back with my head under the rack and then could manipulate my hands to get the boot onto the rack body. Be patient, as you do not want to tear or force the new boot. I did not use any lube at this end. I was concerned the lube would reduce the clamping force of the zip tie at this end.

Once you have got the boot onto the rack, install the nylon zip ties. Use 1/4" wide by 6" long type and cut off the extra after the tie is tight, and you are done! You have now protected your expensive power steering rack from water and other damaging debris. Good luck.

# Success At Last!

The annual AROSC "Search for the Wildflowers" Spring Tour corners its elusive prey

by Jay Negrin

This year's search for wild flowers was a wild success. We found flowers. We found wonderful mountain roads. We found more *Alfas* on our annual spring tour than we ever have before. Of the fifteen who showed up, fourteen started, and finished. There were *Milanos* and *164s*; *Giuliettas* and *115 Spiders*; *GTVs*, *Alfetta*, and *GTV6s*. We were a varied lot, and we were a success.

The last Sunday in March provided us with a brief respite between storms, so we, hardy souls that we are, braved the elements, started out in our search for wonder in the high desert.

Mother Nature was not all that accommodating with the weather, but we pressed on, starting from our traditional location in the San Fernando Valley. Then we wended our way northward, bypassing all but a few feet of freeway interchange, to our destination, the Poppy Reserve on the outskirts of Lancaster, in the Antelope Valley.

Did I mention that the weather was less than ideal? At least it wasn't raining or snowing, although there was evidence that there was some recent snow at one of our stops en route. There

was white stuff in sufficient quantity for some of the more youthful (in spirit) among us to throw a couple of snowballs. We were all adult enough, though, to suppress the desire to start a snowball fight.

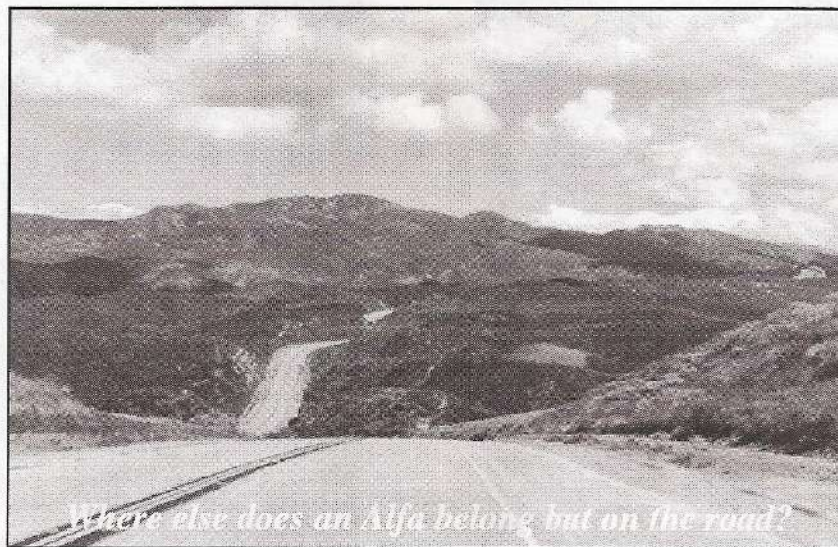
(That, and the fact that there wasn't enough to go around for that kind of antic.) That it was near noon time and there was still snow on the ground should give some indication that the temperatures

were less than balmy. Any locals might have said that those with *Spiders*, with their tops down no less, might have been a bit balmy, but the weather was decidedly chilly.

It was on this section of road that I will admit to giving in to my temptation for adventurous driving. On Lake Hughes Road, between Castaic and Lake Hughes, I gave the *Alfetta* its head. The two drivers behind me, whose names will be withheld to protect the

not-so-innocent, gave good chase and seemed to enjoy the ride as well.

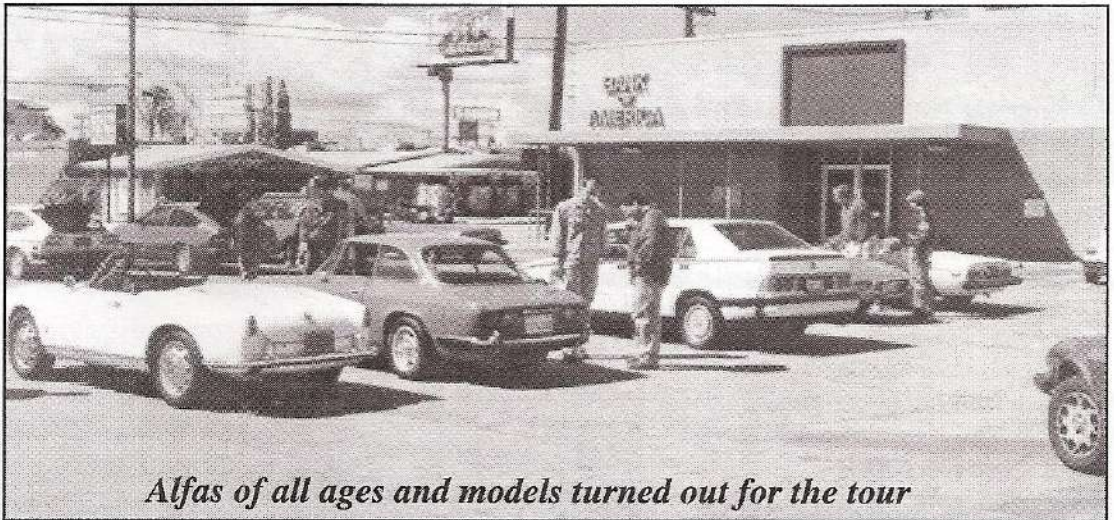
My passenger gets great marks for holding on to the Jesus bar and not saying much during this section of the drive. Afterwards she admitted to enjoying herself quite a lot. Then again, she is also an aficionado of roller-coasters.





We did all make it to the Poppy Reserve for our picnic lunch. In addition to the chill in the air, it was also quite windy. This, unfortunately, kept the flowers tucked in for protection. If the birds and bees aren't going to be out and about pollinating, then there is no need for the flowers to display all of their joyous colors.

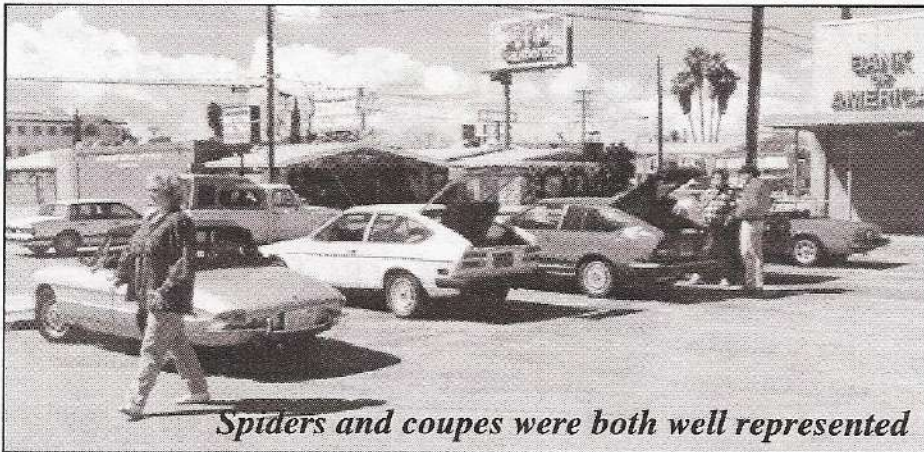
The reason for huddling together may have been different, but we *Alfisti* did just that in a small wind break as we tried to enjoy our lunches. If the weather didn't cooperate, at least there were enough hardy souls to enjoy each other's company.



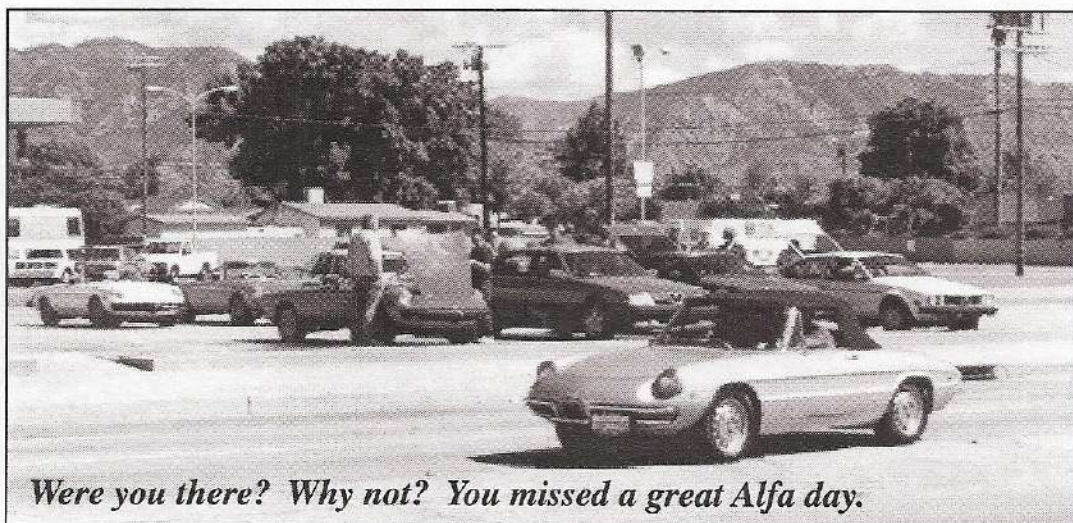
*Alfas of all ages and models turned out for the tour*

And of course, I remain optimistic. Every year, the *Search for Wildflowers* Spring Tour garners a few more souls, wanting to find out what all the hype and hoopla is about. This year, we came close to finding a glorious year. Good, but not great, in terms of flowers. Always great in terms of club member participation.

If the weather, our guess at timing the bloom, and where we can fit a tour into our spring schedule all works in our favor, we'll have another good chance at it next year. I'll be looking for great new roads, and I'm looking forward to seeing you then.



*Spiders and coupes were both well represented*



*Were you there? Why not? You missed a great Alfa day.*

# Take That, El Nino !

*AROSC holds its first Concours of 1998 in spite of threatening weather*

*Text and photos by Tom Suter*

For a while on the morning of 11 April it appeared as if El Nino, not satisfied with wreaking havoc on the AROSC Time Trial at Sears Point, was going to compound the felony by forcing the cancellation of our first Concours of 1998. With rain falling in several places around the L. A. area, it seemed certain that we would see the day ruined.

However, the sun shone through and the rains held off of our Concours site until lunch time, which allowed the AROSC event at the San Antonio Winery to proceed as scheduled. No doubt some faint-hearted souls failed to show up, fooled by the weather at their homes, but those who came had a great experience.

Unless you've been there, you would have trouble believing a site like this could be found located so close to the downtown area. It's particularly surprising to find this haven of greenery after a drive through an industrial area.

Following the actual concours, many of the members moved indoors to the restaurant area at San Antonio Winery for a relaxed and pleasant lunch, followed by a visit to the winery's tasting area. All in all, a very worthwhile event in spite of the efforts of El Nino.

First place in Open Car class and Best of Show went to the 1974 *Spider* of Norm Bianchi, while Art Russell's 1972 *GTV* took home the Peoples Choice award. Randy Harris and his 1967 *Duetto* garnered a win in the Competition Car class, while the *164* of Phyllis Gaylard placed first in its class.

Second place ribbons went to the 1978 *Spider* of Gene Brown and the 1988 *Milano* of Anthony Rimicci.

Third place ribbons were collected by the 1976 *Alfetta* of Jay Negrin, the 1975 *GTV* of David Johnson, and the 1987 *Milano* of Daniel Trnka.

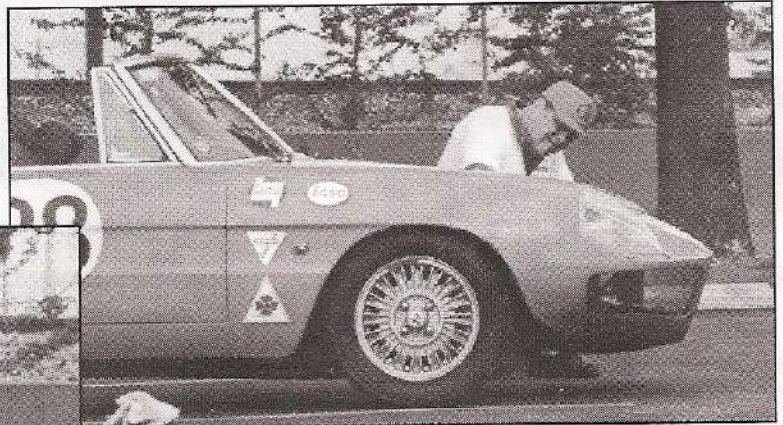
See you at El Dorado Park on June 20th!



*Anthony Rimicci's*



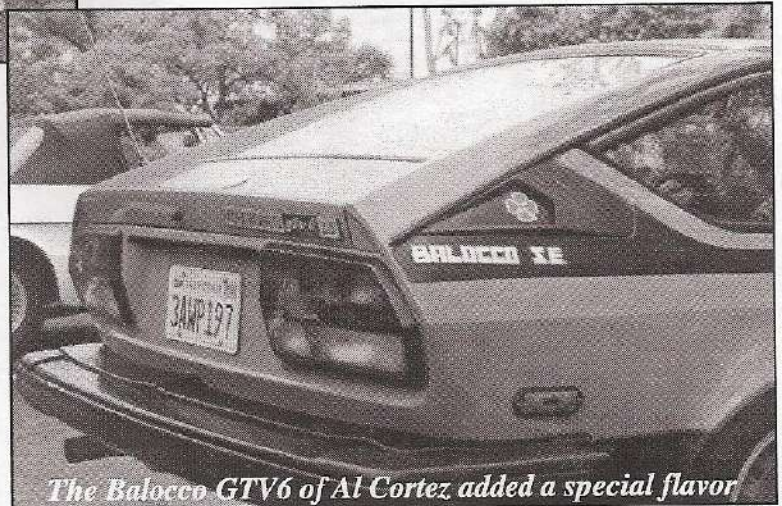
*Milano was right at home next to the first processing tank used by the San Antonio Winery*



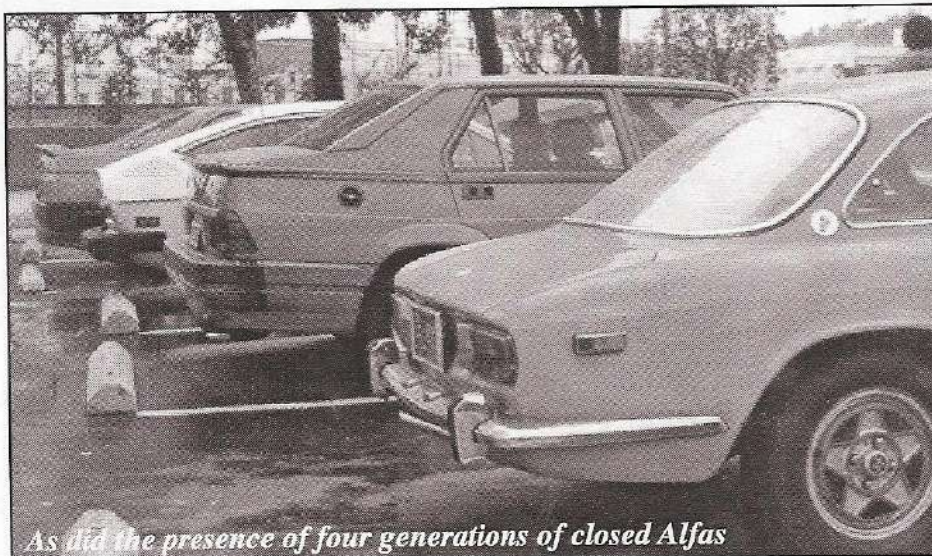
*Randy Harris hard at work adding a little extra shine to his Duetto*



*Under the watchful eye of his wife*

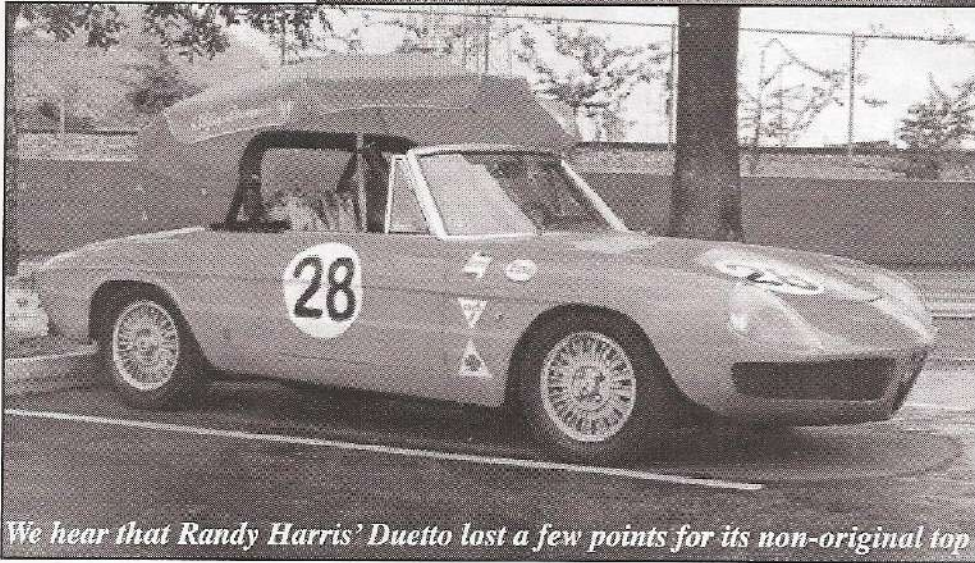


*The Balocco GTV6 of Al Cortez added a special flavor*

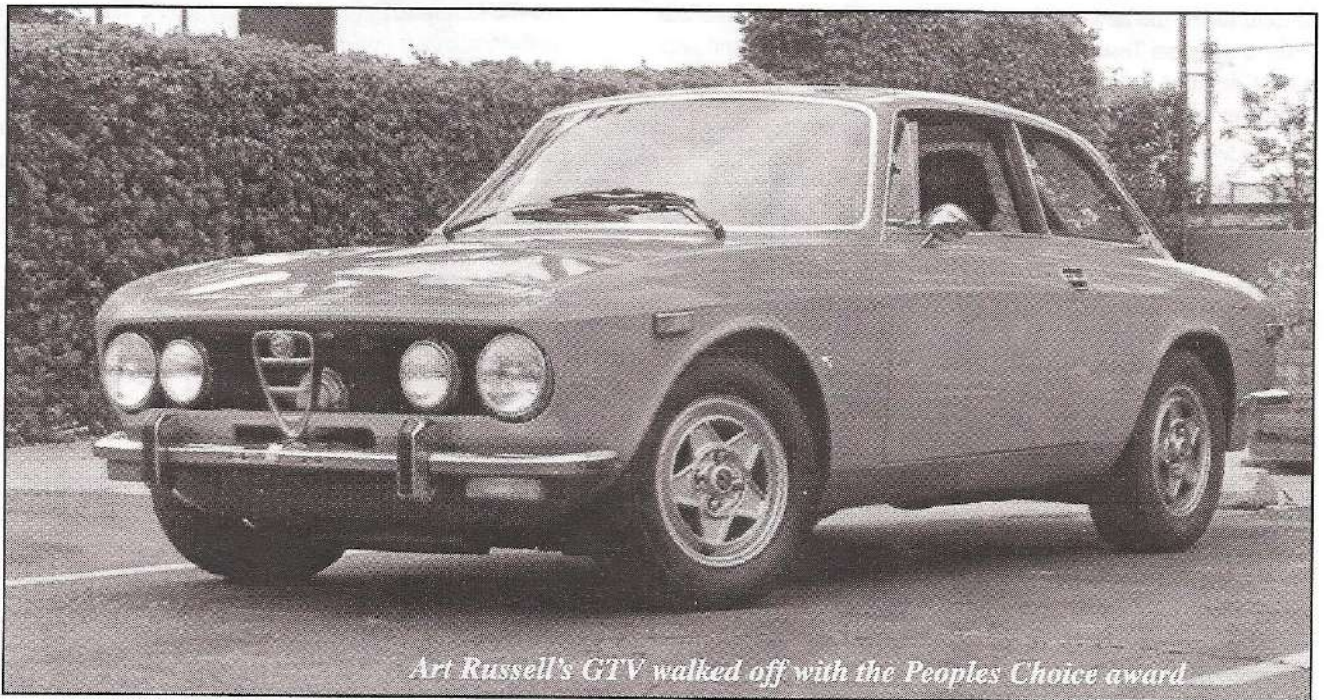


*As did the presence of four generations of closed Alfas*

*Norm Bianchi's "Best of Show" '74 Spider is flanked by the GTV6 of Al Cortez and the '78 Spider of Gene Brown*



*We hear that Randy Harris' Duetto lost a few points for its non-original top*



*Art Russell's GTV6 walked off with the Peoples Choice award*

## Fear and Loathing in Las Vegas?

*AROSC schedules an extra Time Trial after Sears Point falls victim to El Nino*

*Text and Photos by Randall Higa*

Fear and loathing in Las Vegas? Well, not exactly.

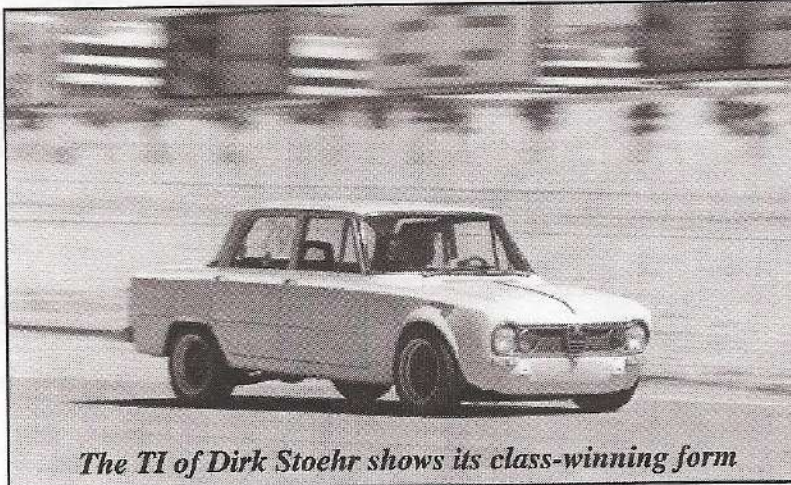
AROSC made its return to the "old" Las Vegas road track that was still in place hidden in the shadows of the new stadium-style NASCAR/Indy Car track. Like the old casinos on the northern half of the Las Vegas Strip, the old Las Vegas road course has become seemingly left behind by the bigger, fresher, and brighter structures that have been built in the last few years.

However, unlike many of the old casinos, the old track has not lost any of its charm and appeal; it is just as fun and challenging as it ever was. In fact, the old track is, in the opinion of some, far better than the new track that runs through the infield and partly around the banked turns of the big stadium oval track. The new road race track was run last year by AROSC with less than rave reviews.

It had a few rather "unnatural" turns and an abrupt transition from one of the banked turns onto the infield. On one of the infield turns, the new track claimed some sheetmetal from the side of a Ferrari Testarossa, some plastic from the front and side of a Corvette, and nearly ate a delicate stainless steel bumper from the front of a certain blue GTV.

Perhaps due to the last minute scheduling of this event, the turnout was relatively low. This was certainly a pity for those who weren't able to attend since the weather was perfect

(No rain! No heat! No wind!), the track conditions optimal (only enough bumps to keep it challenging), and there was plenty of track time with only two run groups. Nick Arico was given the honors of the being the race class winner since he was the only one who had signed up to run the race class.



*The TI of Dirk Stoehr shows its class-winning form*

With a small group, the event seemed to be more casual and low key; even by *Alfa Club* standards. There seemed to be a much greater emphasis on having a good time than all-out competition. At least this seemed to be the case in and around the pits.

Out on the track, the competition was as stiff as usual with everyone wringing as much out of their cars as possible – no signs of sandbagging! There were a fair number of off-road expeditions with only one "incident" when Doug Bender slid to the inside of the track and hit a plastic barrier with the side of his newly acquired GTV6. Ouch!

For the first time in probably many years, there were more *Alfas* on the track than non-*Alfas*. It actually looked like an *Alfa Romeo* club event! The fastest *Alfa* on the track was Phyllis Gaylard's GTV with Alan Ward behind the wheel.



*"It's starting to look like an Alfa Event again . . ."*



*Rube Erickson, Terry Manchester, and Alex Brown at play in Las Vegas. Is this palm-tree paradise?*

Unfortunately, gremlins found their way into the engine's electrical system and caused premature retirement on Saturday. Other gremlins inflicted some of the other *Alfas* but were all fixed (or dealt with) so that they all finished the weekend and make it through the timed runs.

In my case, I wore through TWO Yoko 008RS tires and was saved by Alan Ward and Phyllis Gaylard who kindly lent me a set of wheels/tires – many thanks for their generosity. Their generosity didn't end there as they also assisted Art Russell with fuel injection pump dilemmas (broken timing belt and broken bell crank). It was great to see how fellow *Alfa Club* members were able to help each other out throughout the weekend.

Top time of the day was claimed by Carl Buckland in BMW M3 who also was the victor in Class M. Alan Ward in the *GTV* was giving the M3 quite a chase in practice and may have had a chance at top time of the day if the *GTV* had been mended in time and Alan had not had to leave on Sunday for Hawaii. It has been far too long since an *Alfa* has either gotten top time of the day or winner of the race group.

Ahh, what could have been....




*Art Russell aiming for the apex of Turn 3*

## AROSC TIME TRIAL #98-2

### LAS VEGAS SPEEDWAY (OLD COURSE)

5 April 1998

Class	#	DRIVER	MAKE	Fast Lap	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5
<b>Class B</b>									
1	23	Rube Erickson	Alfa Spider	1:34.46	1:36.04	1:35.66	1:35.50	1:34.46	1:34.54
<b>Class C</b>									
1	50	Alex Brown	Alfa GTV	1:28.64	1:31.43	1:30.14	1:28.64	1:28.95	1:29.07
2	11	Terry Manchester	Alfa GTV	1:30.54	1:31.14	1:30.87	1:30.70	1:30.54	1:30.56
3	36	Mike McGinnis	Alfa GTV-6	1:31.70	1:32.60	1:31.70	1:32.43	1:32.72	1:32.60
4	501	Pat Rinaldi	Alfa GTV	1:39.13	1:43.60	1:43.00	1:42.26	1:42.65	1:39.13
<b>Class D</b>									
1	17	Randall Higa	Alfa GTV	1:35.82	1:37.91	1:35.82	1:36.30	1:36.62	1:36.55
2	84	Art Russell	Alfa GTV	1:36.91	1:38.59	1:38.66	1:38.35	1:37.63	1:36.91
3	4	Marc Hasthal	Alfetta GT	1:38.44	1:40.63	1:38.44	1:38.59	1:38.80	1:38.48
4	111	Brad Gray	Alfa 164	1:39.83	1:41.28	1:39.83	1:40.49		
5	83	Doug Bender	Alfa GTV-6	1:43.73	1:47.62	1:45.73	1:44.62	1:43.73	1:45.22
6	1	Pierre Pfiffer	Alfa GTV-6	1:46.27	1:47.69	1:48.16	1:48.46	1:47.04	1:46.27
<b>Class E</b>									
1	79	Dirk Stoehr	Giulia TI	1:36.67	1:38.74	1:37.99	1:37.29	1:36.67	1:39.66
2	179	Fabio Garbini	Giulia TI	1:42.13	1:42.13	1:42.25	1:42.72	1:43.73	1:43.56
3	7	Quent Manchester	Alfa GTV	1:44.77	1:45.28	1:44.77	1:48.31	1:48.26	1:48.10
<b>Class M</b>									
1	27	Carl Buckland	BMW M3	1:27.75	1:31.09	1:27.75	1:28.71	1:29.08	1:28.22
2	80	Tod Green	BMW M3	1:28.79	1:30.22	1:28.79	1:30.59	1:30.11	1:30.52
3	375	Bob Roe	Porsche 914	1:31.15	1:31.15	1:31.75	1:31.76	1:31.50	1:31.84
4	127	Julianne Buckland	BMW M3	1:36.49	1:36.83	1:36.49	1:37.19	1:38.16	1:37.16
<b>Class N</b>									
1	14	Nick Arico	Pontiac Firebird	1:31.55	1:32.36	1:31.55	1:32.76	1:34.16	1:34.49
<b>Class P</b>									
1	56	Daniel Wade	Mazda Miata	1:38.87	1:43.10	1:40.98	1:39.92	1:38.87	1:39.11



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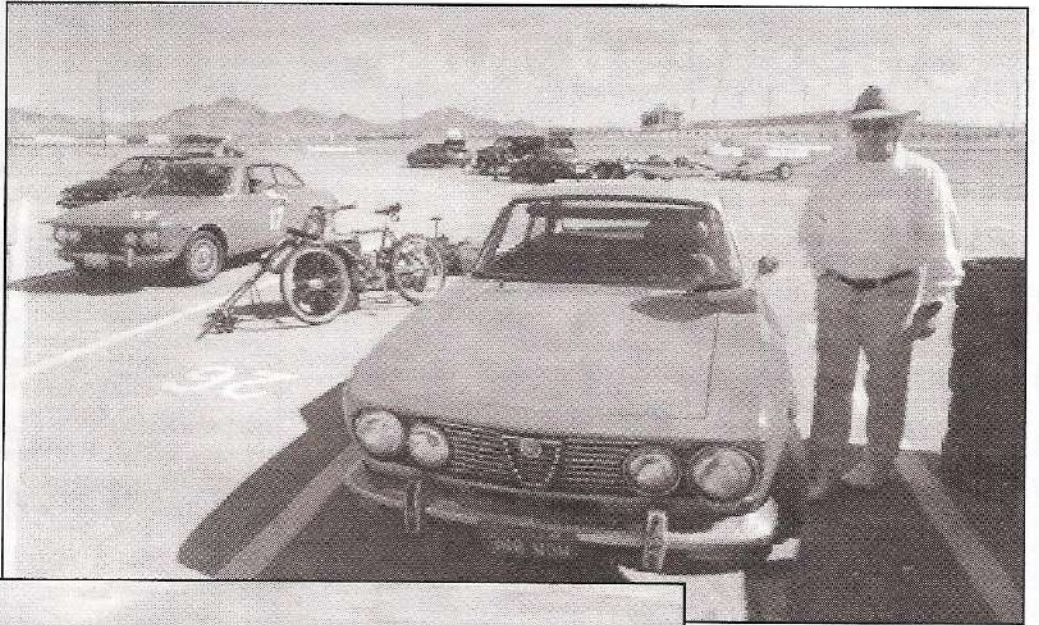
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State

## Our 1998 Calendar

January	February	March	April
2 SMCCC Rally 8 AROSC Board Meeting 23 AROSC Annual Meeting 8pm, Culver City 31 Time Trial - Willow Springs	1 Time Trial - Willow Springs 5 AROSC Board Meeting 6 SMCCC Rally 21-2 Time Trial - Sears Point 27 General Meeting - 8pm, Culver City	5 AROSC Board Meeting 6 SMCCC Rally 27 General Meeting - 8pm Culver City 29 Tour "In Search of the Wildflowers"	2 AROSC Board Meeting 3 SMCCC Rally 11 Concours at San Antonio Winery 24 General Meeting - 8pm Culver City 26 Swap Meet
May	June	July	August
1 SMCCC Rally 2-3 Driving School - "Streets of Willow" 7 AROSC Board Meeting 29 General Meeting - 8pm Culver City	4 AROSC Board Meeting 5 SMCCC Rally 13-4 Time Trial at Buttonwillow 20 Concours at El Dorado Park 26 General Meeting - 8pm Culver City 25-8 National Convention, Santa Fe, NM	2 AROSC Board Meeting 3 SMCCC Rally 26 Tech session & BBQ at Paul Blankenship's home 31 General Meeting - 8pm Culver City	6 AROSC Board Meeting 7 SMCCC Rally 14 Concours Italiano in Monterey 28 General Meeting - 8pm Culver City 29-30 Driving School at "Streets of Willow"
September	October	November	December
3 AROSC Board Meeting 4 SMCCC Rally 25 General Meeting - 8pm Culver City 26-7 Time Trial at Laguna Seca	1 AROSC Board Meeting 2 SMCCC Rally 10-1 Wine Tour 24 Alfa-Porsche Challenge, Willow Springs 30 General Meeting - 8pm Culver City 31 Time Trial-Willow Springs	1 Time Trial-Willow Springs 5 AROSC Board Meeting 6 SMCCC Rally TBD Swap Meet at "Under 3 Liter Meet" at Woodley Park 20 General Meeting - 8pm Culver City. Elections, "White Turkey Auction"	12 Holiday Party 13 AROSC Board Meeting