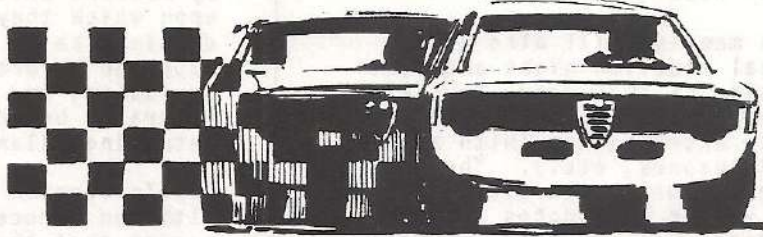


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ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



1.75
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VOL. 9 NO. 11 NOVEMBER 1970

P.O. BOX 261 LOS ALAMITOS, CALIFORNIA

White Turkey Auction and Kazoo* *by vince giobbe*

*ka' zoo n. 1. an Italian word meaning to elect
2. whatever

This month being a traditional election type month, will have the Alfa Club doing likewise with an out with the old by cleaning out your garages, closets, Alfa trunks (or if you are from Her Majesty's side of the ocean, Alfa boot) for our annual auction.

This year's event will again feature jan-u-ine AutoDelta parts (with Joe Autodeltas personal signature on each part) and the somewhat heavier stock-type Alfa things you've all been looking for and couldn't find. (We've found them!)

The rules are simple, bring anything to the meeting on Nov. 20th that you don't need or don't use and that someone else might use or need (except wives or girlfriends - California still has a white slavery act) and either donate the items to the club outright or we will negotiate a percentage deal. As most of the proceeds of this auction will go to the club treasury, you will be helping the club, as well as yourself when bidding on that long looked for item or part.-Cont.p.2

AROSC Tour of Drake Eng.

A surprising crowd of about 90 members and guests showed up last Tuesday night for an interesting tour of Drake Engineering. Drake manufactures the famed Offenhauser engine which has won so many races at Indy. The tour was conducted by Leo Goosen, the Offy designer, who was kept busy all evening answering questions. Honorary member Briggs Cunningham also showed up, with guests Pete DePaolo, winner of the 1925 Indy 500 and Gordon Buehrig, stylist of the original Cord automobile.

The shop was very impressive, as were the design and construction techniques of the engines. Components were there in all stages of construction- from raw castings and forgings through the many hand machining operations to final assembly. It was interesting that only twelve engines were sold last year- most of their income is from replacement parts. I must admit that it was most humbling to see the guts of a four cylinder, 255CID engine that puts out some 720 honest horsepower!

If you desire more information on this event call me at work, 773-9300 or home, 831-4904. Remember, THINK BID!

This meeting will also be our annual election night and last meeting of this year, as the December meeting is the Christmas Party extravaganza (with a cast of thousands, etc.). The general rules covering the election and the voiced candidates are listed on page . However, we will accept and welcome nominations from the floor the night of the meeting. (We will also accept and welcome your 1971 dues at this meeting.)

Your vote counts so make it count by letting us count it!!! COME OUT AND VOTE.

Letters to the Editor

As a new member, I am diffident about commenting about an article in your September issue about the origins of the Alfa Romeo Emblem. Furthermore, any member must defer a little to an official statement from the factory. But the controversy about the origins of the badge is so continuous and so fascinating that it would seem a shame to leave it there.

It seems no one is certain of the history of the emblem. I have heard it argued in an English pub. From time to time one sees opinions in print, some very unlikely. Authoritative though it may be, the September article must be countered, at least to say that other versions of the story seem as reliable. Peter Hull and Roy Slater, in their admirable book "Alfa Romeo", give an impressive account of some of them.

Remembering from my childhood stirring tales of the first Crusades, I prefer another version of the history of the red cross on white ground. The red cross was one of the emblems on the

Crusader's armor. The soldiers quickly learned to insulate their armor from the heat of the sun by wearing white smocks or shirts, upon which they sewed the distinguishing cross. That happened before the capture of Jerusalem, and the device might naturally be adopted by the returning Milanese.

Alfa's version of the blue serpent with red Saracen is agreeable, except that the device is also the arms of the family of Visconti, who were the medieval Dukes of Milan. The visconti's serpent swallows a child, not a saracen. Both the Viscontis and the City of Milan lay claim to be originators of the arms. Where did the serpent come from? Slater and Hull record five legends and suggest that there are more. The serpent emblem could be:

1. The snake once worn (in a locket) by Lombards as a lucky charm.
2. The dragon of the 5th Century who disturbed Milan until he was killed by the supposed founder of the Viscontis.
3. The viper who coiled around the head of the king of the Lombards (an ancestor of the Viscontis) leaving him unharmed.
4. The viper which emerged from the helmet of another Visconti during a battle, and slid down his body without molesting him.
5. A badge won by another Visconti during the first Crusade in a duel against a Saracen.

One thing we can be sure of, even if the badge has an obscure history: When gracing Alfa Romeo cars no one is in doubt of the quality that is implied. But I can't be sure that people will not be arguing over heraldic origins a hundred years from now!

Brian Taylor

Alfa Expo West

On the Trans Am Trail

BY LEE MIDGLEY AS TOLD TO TOM ATKINS

Ed.Note: The Trans America series for sedans. Glamour. Crowds. Big Factory teams. Back-up cars. Back-up engines. Big Names. What's it like? What's it really like? Not for Parnelli, Gurney, Donohue - what's it like for the independent dogging the series; towing around the country; living on your last dollar? Well here it is - the nitty gritty. Lee Midgley. An underdog, under 2 liter, under-financed, under-lucked. An under-hero. But to us, a hero. Here's his story...

"It started right out. We stayed up 48 hours straight before Laguna Seca preparing for the race. When we drove to the track, the engine hadn't even been turned over. I'd forgotten to put in the bracket that holds the instrument panel in, hopped in the car and crash. The whole thing fell out. By the time the race started, we were really wishing we'd never come, but believe me, on the way home - Well it sure is a good thing we went. (Lee won the Laguna Seca race after a long battle with Vic Provenzano's GTA.)

Mid Ohio was the first Eastern race we hit, missing Lime Rock and Bryar in May. My kid did his usual (towing the car) and made a left turn in Flagstaff - went almost clear to Canada before he realized his mistake. We gave him 48 hours to get to the track, which would have gotten him there just in time for practice. Well, he made it in 55, and got there with 20 min. left for qualifying. So we jammed it thru tech and got on the track but didn't make a lap. The fuel pick-up hose got crimped in the cell! (An omen for things to come.)

We got in some practice Sunday morning but there were 22 cars and I was 22nd. They easily had 9 million of the slowest BMWs - they go like rockets down the straight and get about 10 ft. wide in every corner. It took me forever to get around 3 of them and by that time everyone else was long gone. Everett led from the beginning, and Horst and I eventually had our best race yet. But later, Horst locked his brakes and went off course and I was so busy watching him and trying to get by this BMW that I didn't even see the yellow flag. The BMW put on his brakes and I shot right by him, so they pulled me in to black flag and chewed on me a while. I finally finished third.



At Bridgehampton, we decided to save a few dollars by buying a tent to sleep in. We picked a lonely looking beach. At 6 o'clock in the morning - it seemed like the middle of the night when somebody starts playing reveille on a bugle. Turns out we had picked a nice spot - right next to a whole boy scout camp! It is beautiful out there, tho - Sag Harbor is more like California used to be than California is now.

When we went to Donnybrook, we had to place 1, 2, or 3 so we could afford to go to the next race. So we got a DNF! We were the first car there. On a Wednesday. First guys on the track - and right away we knew something was wrong. Couldn't make it go fast. We wore out the engine practicing! We rented a cabin about 20 miles up the road from a guy who was a real racing nut - he cleared out a garage, helped us pull the engine and all that stuff - but back at the track, it still wouldn't go. Finally got it so I thought we could finish 3rd. Worked on it so long and got so disgusted that I forgot to put the clip in the little plastic throttle link (we were using a paper clip). So here we are, going good and strong, Harry (Nodoracopulos) dying, Kwech going away - as the race went on, everyone quit. Norman blew up, Schuster blew up, someone else hit a tree. They kept going away. No one left but Horst and Harry, and if we had kept going there was no way I could have been anything but second, but what happens? The throttle rod goes plink - falls off. I stop, put it back on, drive off - it does it again. I pull in the pits, put a wire on it and still could have finished 5th - but it wouldn't start. So we just sat there and watched our dollars go by.

Now we had to go home and get a financial shot in the arm. That was futile. That thing in Competition Press about eating newspaper soup was no joke - it was really looking grim!

The next race was at Elkhart Lake. We worked at Kwech's place and had everything going for us. The car was handling beautifully, lots of power, loved the track and the people - that always helps. Got lots of sleep. But it was the same thing again. I was going around, running 3rd, Schuster right behind, Kwech up in front. Down the straight I could pull both of them. I knew it would just be a question of time - I couldn't beat Kwech, but Schuster was no problem. Had everything in the bag, smiling big as hell, not driving hard or anything - and the rotor broke.

Canada was next. We got to the border at Fort Erie and they wanted \$300 in guarantees. We were down to \$80 and discouraged, but finally got to the track. We pushed the car off the trailer to go out to practice - and dropped a valve while idling in the pits. So we got Shankle on the phone, took the head apart, scrounged up pieces, and then the starter went dead. I finally got out to qualifying and followed Kwech around. I noticed he was tapping his brakes around an easy corner. I thought 'he doesn't have to brake there' so next time around I didn't tap my brakes - I tapped the guard rail! Then the front brake line went - lost another qualifying session fixing that, and had only 20 mins left. It's a difficult track to learn, and I'd had only 4 laps. So I take off - right away I smell gasoline and the engine quits. I crawl under to listen to the fuel pump and 10 gals of gas pour out on me. The line had blown off. Finally I got it sorted out with 5 mins left to qualify - and we'd been the first ones there. But I qualified 6th - a good omen. That's what happened at Laguna and I pulled it off again. Kwech got out ahead of Bert Everett and I, then Everett got by me. I thought if he could catch Kwech, that would be great. They could do each other in. The next thing I knew, the 3 of us were together really going at it. We finally broke a valve stem off a rear tire of Everett's car and I had a secure 2nd. I was just hoping to finish when I noticed I'm gaining a little. Half way thru the last lap I

corner taking the tightest apex all around and motion you to pass on the outside which you can't do. Well I was tired, the car was falling apart, and I'd had enough. We came down to this corner, right between the pits where everyone can see. Well Zeireis misses the apex by about this much (arms spread apart) and that is enough room as far as I am concerned, so I go sailing in there and the throttle won't come back up. So I just crash against him and he goes out in the weeds. He protested me at the end and I told him - look at the car. The pedals all lying on the floor, the clutch busted. What a hell of a season!!

What about the tracks? I liked St. Jovite the most. The one thing we found out is that the people in the US come to see the big cars, loud noises, big crashes. In Canada the people were really neat, and really enthused when we won the race. The people are lined around the hills like at Laguna. Everyone was cheering, women throwing kisses. People there are interested in good racing. They don't care if it's formula, small bore, or whatever. Even on the cool-off lap - you know how noisy the car is - everyone was cheering. I could hear these people cheering. That track was the best. It's one of those tracks where if you do something wrong, it's disaster.

I like Riverside, It's a good, safe track. Hard to learn. Hard to beat the enthusiasm and weather, especially the weather. You don't think you have anything out here until you run the tracks back east. They have some wild things. The tracks are dangerous and fast - you have to stay on them.

The Glen was the most uninteresting, 2 straightaways with a corner at each end - narrow and bumpy, not challenging at all - in three laps you can learn it all. The track that was possibly in the worst shape was Bridgehampton. It was pretty bad. I sort of rate them by how interesting they are. Bridgehampton was actually interesting because it was difficult-our average speed was something like 94mph. Another one of those tracks that if you do something wrong there is always something to hit. At Donnybrook, there's nothing to hit. It's safe, flat and dull - very uninteresting.

All together with contingency money, we made about \$5,000 and spent about \$8,000. But it was a hell of a season!

Editors note: After the Glen Lee went to Kent, Washington and finished fourth. He was clearly the fastest car on the track but was illegally threatened with black flag by an inspector during the race and made a voluntary pit stop to check and it cost him the race.

At Riverside, Lee took an early lead with a new Shankle engine in his AROSC entered car but his now legendary bad luck had followed him home in the form of another crimped pick-up hose in the fuel cell. An inauspicious end to a fantastic, fascinating season. Our thanks to Lee for his fascinating story.

BANKRUPTCY SALE*****

1965 1600 Veloce Race Car-very strong E Prod. contender- \$1950
 Alan Ward - Home 645-6945
 Office - 536-4752

1750 Berlina, Immaculate. Always given personal attention by A.R.I.
 Lite Green. 8400 mi. \$3000. Call Joe DiTona, 649-0434

101 Giulietta 1300 Spider 1963
 rebuilt eng/trans, 5 new radials,
 new red paint \$850. CONTACT
 Bob Sittig, 213-721-6128

Annual Elections

We are holding our annual AROSC Board Member elections at our Friday night meeting, Nov. 20th, at Little Lake Park. The nine members elected to this board meet once a month to plan events, set up speakers and movies for our meetings, balance the budget (we hope), etc. If you are interested in helping the club by participating on the Board, please feel free to call Tom Atkins 213-340-6773 or Vince Giobbe 831-4904 for more information and to place your name on the ballot. We are anxious to have your help.

Here is the slate for 1971 -

Tom Atkins	Hoppy Hopkins
Charlie Camp	Dale Jones
Joe Cannone	Mark Marcantoni
Oscar DuFau	Blake Morris
Paul Ebeyer	Tom Sponsler
Vince Giobbe	

Again, if you are interested in running please gives us a call. We are anxious to have your help and suggestions for AROSC in 1971.

Calendar of Events

- Nov. 20 - AROSC Meeting at Little Lake Park Clubhouse 8 PM
10900 S. Pioneer Blvd.
Santa Fe Springs -
AUCTION & ELECTIONS
- NOV 21 & 22 Time Trial at Riverside
Raceway by 3M Club -
\$20/couple--\$17/single
- Nov 20-22 Supernationals at
Ontario Motor Speedway
Drag Car Event
- Nov 29 - Guildstrand Open Slalom
at Adams Go Kart Track
Riverside
- Dec. 12 - AROSC Christmas Party
at ARI
- Dec. 18 - NO AROSC MEETING at
Little Lake Park

Christmas Party

Our hash of the year is almost upon us again! You old-timers need no special invitation, but for all the new members who have never been to one of our Christmas parties- this is what we really do best! It's a perfect opportunity to socialize with fellow Alfisti as well as to meet the executives of Alfa Romeo Inc, who will be hosting the party this year. The party is normally held at a member's house, but Tom Suter, who held it last year, is still wondering about his buckled walls! ARI was very gracious to offer their own "house" so let's all plan to reward their hospitality and enjoy the party of the year! It's a semi-formal affair and you'll be dancing to live music from Jimmie Moreno and his Continentals. The date is Saturday, December 12th, 8PM to sunrise. Three dollars per head will cover food (buffet style) and mix; BYOB. Watch your mail for a special flyer.

ALFACIONADA is the monthly publication of the Alfa Romeo Owners of Southern California (AROSC). Subscriptions to this newsletter are included as part of the \$5.00 per year AROSC membership fee. For membership information write AROSC, P.O.Box 261, Los Alamitos, California 90720.

'66 Giulia Speciale, excellent cond., spare engine, \$1950
CONTACT Bill Larson (213) 379-2507

Rebuilt 40DCO webers, like new \$95
CONTACT Mik Mikkelsen (213) 463-5219
during the day

'66 Sprint GT-53,000 mis-10,500
since rebuild-new brakes-make offer
(213) 576-0737 Bruce Gordon
31 N. Curtiss, Alhambra, Ca