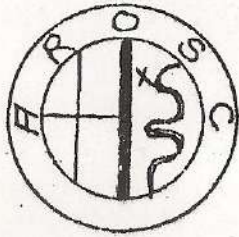


The Alfa's Bark



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NEW HORIZONS: From Our Leader -

The Alfa Romeo Association of Northern California invites us to meet them at Laguna Seca on the 20th & 21st of October. They are staying at the Coachman's Inn, P.O. Box C-1, Carmel, California.

Hoffman Motors forwarded us a copy of a letter sent to all Alfa Romeo Dealers in Club territory; in which the strongest possible support and encouragement of the Club was expressed and further urged each Dealers cooperation with us. Our thanks to Mr. Kohler and Hoffman Motors for this support. Our next step is up to us as individuals, personal contact with our Dealers.

Let's continue to use the Club cards to develop membership. After the Santa Barbara races, during which at least 25 Alfas were tagged, 5 inquires were received.

71 members now, Alfa Romeo Owners of Southern California.

NEXT EVENT: Rally -

All Alfa Romeo Owners are invited to participate in an easy driving rally. To be held on Sunday, September 23, 1962. Start at 1:00 PM, from Lakewood Bowl (behind May Co.) in Lakewood. This rally will be fairly short --- easy navigation --- and have the accent on following directions. The finish will probably be in Fullerton at the Palms Restaurant. --- Entry Fee \$1.50 --- Rallymaster Bob Nerell. For more information phone HA - 11336.

SEPTEMBER MEETING: by Ed Gustin

Friday, the 28th, 1962, at 8:00 PM. "Little Lake Park". This is one mile north of the Santa Ana Freeway on Pioneer, and is between the Freeway and Florence. (Norwalk-Santa Fe Springs-Downey area)

Ross Limbaugh, an experienced and skilled Alfa Mechanic, will discuss Owner Maintenance; and will be ready for any and all questions.

There is much that can be done by the owner, both directly (by all means check your own battery) and thru carefully supervising that which is done by others, seeing that all 25 fittings are lubricated (Ed. Note - Could it be 23?). There are many things that are best done only by competent Alfa Romeo Mechanics. But ultimately, maintenance is the owners responsibility. Come to the meeting and discover how far it extends.

CALENDAR OF EVENTS:

Sept. 23	----- Long Beach M.G. Club Rally	----- Lakewood Bowl
Sept. 28	----- General AROSC Meeting	----- Little Lake Park
Cct. 13-14	--- Times-Mirror Grand Prix	----- Riverside
Cct. 19	----- General AROSC Meeting	----- Little Lake Park
Cct. 20-21	--- Laguna Seca Grand Prix	----- Carmel

Tentative Events

Cct. ----- Rallye
Nov. ----- Funkhanna-Gymkhana

TECHNICAL DEPT: by Bob Nerell -

When did you last check your motormounts? Alfa mounts, unfortunately, are highly susceptible to inroads of grease, oil, and counter-torque of the engine when you pop the clutch at 6000 RPMs. If you have a tendency to practice "getting-Off-Of-the-line" you may have fractured the mount just above the disc on the lower end; easily checked as the disc or rubber portion will have slipped off center. New mounts are available from Hoffman Motors at around six bucks each; installation extra. New mounts may be installed without removing the engine, so don't let your local "expert" talk you into and R & R engine change. Also, your old mounts can be vulcanized by most good tiremen at about 50¢, or free, if you have been giving him your business.

As long as we're talking about "dig" techniques, let it be said that Frank Aldhouse, Willie West, and most other successful Alfa pilots agree that popping the clutch at anything above 3000 RPMs, Standard or Veloc, does more harm than good. It's far better to get into second and third as soon as possible than to run through the gears to the top end in each gear, especially if you are interested in keeping up with the pack or are running against the clock such as in time trials or acceleration competition.

TECHNICAL CHATTER: by Lincoln Beals -

After reading the article in the January 1962 Alfa Owner by C.A. Stoddard about the 35APAIG Solex carburetor, I decided to try the modifications. He suggested replacing the #115 primary main jet with a #120 primary main jet; and replacing the #160 secondary main jet with a #165 secondary main jet. Doing this corrects a slightly lean condition in the Standard Giulietta, and there is a noticable gain in "suds" throughout all speed ranges, but especially after 4500 RPM. According to Mr. Stoddard, adding richer main jets will also prolong valve life, due to a richer charge of fuel, cooling combustion temperatures.

Also, if one wishes to put up with some added roughness, the throttle butterfly in the secondary venturi, that is actuated by vacuum (lower) can be removed completely.

CLASSIFIED:

Wanted - Checkpoint helpers for the September 23, rally.
Let's give Bob Nerell a hand.
Call him at HA-11336.

Solex - 35APAIG

When you have nothing better to do, you might check to see if you are getting full operation of the butterflys in the carb, the linkage may need some adjustment, to bring that number 2 full on. Remove the air cleaner and put a LARGE rag under the accelerating pump nozzle while checking.