



Alfaciónada

Alfa Romeo Owners
of
Southern California

P. O. Box 61

A DRIVING CLUB

Tustin, California

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DESERT TIME TRIALS



Our second Desert Time Trials has been all set for next weekend, Sunday, November 22, at El Mirage. Those of you who attended our first event on the dry lake earlier this year know what to expect, and judging from the comments we heard after that day, you will all be back for a second try. Consequently we are directing this message to some of our newer members who do not know what it's all about, and hope you old hands will bear with us while we repeat some information and advice.

The lake surface is a very hard mud and extends for several miles, which means we can set up a fairly fast course and not have to worry about anyone spinning out and hitting a wall or haybale. This time we expect to have some slightly faster curves than last time, while still retaining some of the trickier slower turns. Lyn Davis of Competition Timing will be there, so this will do away with much of the donkey work that our ladies performed so admirably in the spring, but we would still like to have some help recording times in the timing truck. We intend to mark the course with pylons (supplied free of charge by Quaker State) only on the inside, and not have any pylon penalties so that we won't need any pylon watchers, but if you see one go down, please tell an official at the start.

Practice will be held in the morning, starting no later than 9 a.m. and those who arrive early will be able to avail themselves of some excellent instruction at the hands of some of the more experienced drivers. All practice will be timed and the earlier you get there the more practice laps you can run. Official runs will begin early in the afternoon, depending on the number of entries.

El Mirage is typical desert country and can be quite hot or very blustery. There is no shelter and there are no restaurants anywhere near the course.

so bring your own food and drink, and some warm clothes. In the spring we used the west end of the lake, but we may have to go to the east end depending on the lake surface, so if you don't see us at first, just keep driving into the mirage. We hope to have Alfa signs located in strategic places. In order to cover our expenses and provide some trophies, there will be an entry fee of \$3.00 per car - to encourage the ladies to participate, there will be no charge for the fairer sex - guests are welcome at the same price, but will all be placed in the same class. Our own class breakdown will depend on entries, but will probably be Veloces, 1600s, and 1300 normals.

CASSANDRA'S CORNER

Notes from the Auto Show: The Jaguar stand continues to be the place to go for more downright rudeness and arrogance. We sometimes wonder if imported car salesmen generally, and English car salesmen specifically, have to take some sort of aptitude test to qualify for their positions. Perhaps they must first have a proper British accent; then they must be proficient at assuming the proper nose-up, eyes-down posture toward the potential customer. ("Make him feel a bit inferior, you know. Keep him in his place; don't let him get the idea that just because he can afford a Jaguar it makes us socially equal.") We've always had the lingering suspicion that immediately prior to coming over here most of these people were mired in their own middle-class pretensions even as they were sweeping other's chimneys. Then they discover America's equating status and class with auto brands and they are IN. America, the land of opportunity! The Porsche people have improved and so have the those from Benz. Fewer Teutons who have always been arrogant but in a rather different manner from their cousins across the Channel. The Alfa sales representatives really didn't know their product, but then most salespersons don't. It is too bad that a really good machine is usually so badly represented. Lord and Lady Imps were absolute abominations ... truly exercises in tastelessness. We thought at first that they were kidding but apparently not.

We continue to be impressed by the increasingly clean lines of the Yankee machines. This year of course the Fords look like Pontiacs, the Pontiacs look like Rivieras, and the Ambassador Super Rambler doesn't look it. Yet it is refreshing to go back to the Alfa stand for a renewal of faith. These are machines that exemplify form following function .. everything is purposeful and its design is focused on its purpose. Yet wouldn't it be great to own a Super TI with sequential directional signals running across the front? Those signals coming on must be awe-inspiring!!!

Our deepest appreciation to all those loyal readers who expressed their sympathy and compassion with our problem of "how to solve a Yamaha". Several quite original solutions were advanced, most of which shall remain unpublished since Alfas are, after all, family cars. The consensus was that most Japanese products for the American market are manufactured by poor losers and that the Divine Wind is still blowing, this time not against shipping but against unwitting purchasers. Final solution: sold it; bought English product from arrogant, sneering, salesman who successfully appealed to our need for status.

Ciao now ...

RALLY ROUTES

The Pan American Rally brought forth two cars from the club, with Mark Marcantoni and Bob Greig in one, and John Jackson and navigator in the other. The route ran down to San Diego, across the border into Mexico and ended in Ensenada. Mark and Bob were one of the first cars to reach the border, and it was here that the fun started. For some inexplicable reason the Mexican Immigration official refused to believe that Mark was an American citizen, and since he didn't have his naturalization papers with him he couldn't prove he was. (The Mexicans really thought he was the advance man from the Mafia!) The net result of all the arm waving was that the Alfa was delayed for two hours until a notary arrived and Mark swore that he was an American (they wouldn't accept the swear words he'd been using up to that time!) With the rally shot as far as winning was concerned Mark then proceeded to enjoy himself and managed to pass 75 rally cars before reaching Ensenada. Unfortunately both entries were classed as missing check points.

Don Deane entered the two SCCSCC open events for October and November with Tom Tone as navigator on the Que Paso and Walt Jaffke on the Pioneer. In both events Don placed second.

The last SCCSCC championship point standings show Don Deane in seventh position as a driver, and Dick Miller in twelfth. Saul Becker is running fourteenth among the navigators.

SOLEX MODIFICATION: 35 APAIG By Ted Medley

This is an old subject and much has been written about it. However, for those who have just recently become involved with a Solex it may be enlightening.

Usually reference works are kept hidden until last, but so you may start looking for the following articles I shall list them first:

- "Sports Car" - May 1961, (SCCA Publication)
- "Alfa Owner" - March 1959, (National Publication)
- "Alfa Owner" - November 1962, (National Publication)
- "Selection & Tuning of the Carburetor" - Solex
- "Giulietta Shop Manual Enclosure" - for 101 Series

In line with the above literature a copy of the parts list and an exploded view of the carburetor would be very helpful.

If you are still in mind to modify your 35 APAIG Solex, commence by removing it from the intake manifold. Remove the cover, 5 screws, and remember which screw the spring clip fits under that retains the vacuum line to distributor. The cover gasket will still be held down by one brass screw alongside the LH (#2) venturi. Remove this screw which is the #2-LH main air jet and emulsion tube, this LH air jet is made as a unit with the tube. It probably will be marked 160/5. Lift out the float unit and hollow pin. Alongside the #1-RH-venturi is a small diameter curved tube mounted in a recess and held in place by one screw. Remove same with gasket. On back of carburetor body and on each side of the choke assembly are 2 set screws locked by hex nuts, loosen nuts (8mm wrench) and remove set screws. Now both choke tubes may be lifted out. Don't worry about

the brass tube sticking out of the side of the #2 venturi. This brass tube is pressed into the carburetor body and should be left as is. In the center of the #1 venturi is a larger brass tube also pressed into the body. Make sure it is tight and leave as is. On top of this brass tube in the #1 venturi is another brass screw, remove it. This is the #1 main air jet probably marked 150. On the RH side of the carburetor body is a hex head brass screw (14 mm wrench), remove. On the inner end of this main jet holder is the #1 main fuel jet, marked 115. On the LH side of the carb. body is the same thing for #2 main fuel jet, marked 160. (Note: These markings are factory specifications.) On front of carb. body remove brass hex head screw (12 mm wrench), this is the starter fuel jet, marked 160. On right rear of carb. body is a hollow brass screw (8 mm wrench) remove, this is the idle fuel jet marked 40. Just above it on top flange is another hollow brass screw, remove it; this is the idle air jet, probably not marked but should be size 1.00 - (approx. .039" diameter hole). Also on right rear is a brass hex screw (12 mm wrench) remove, this is the accelerator pump fuel jet, marked 60. On rear of carb. body remove 4 small brass screws and lift off starter (choking) unit. Remember only one gasket at this point, between spacer plate and body. Remove lock nut (8 mm wrench) and adjusting nut from spring-loaded arm connected to accelerator pump assembly on RH side. Remove 4 brass screws from each corner of this unit and lift off, then 2 center screws can be removed to get at the accelerator pump diaphragm. On the bottom of carb. body, just beneath the accelerator pump unit is a hex brass screw (12 mm wrench) remove, this is the accelerator pump inlet valve, no markings; check that the screen is clean and that the check ball operates freely. Remove lower LH throttle counterweight assembly from throttle shaft and carb. body. Disconnect the small slotted link rod running from the #1 throttle rod to #2 throttle rod at one end only. Note sequence of washers, spacers, etc. Turn carb. upside down and remove 4 steel screws holding base to body. There should be one thin paper gasket on each side of a thicker heat insulating gasket. Remove the slotted, hex head, steel, spring-loaded screw from right side of carb. base. This is the idle air adjusting screw. The approximately correct position for this screw is $1\frac{1}{2}$ turns out from fully closed position. Be very careful when turning this screw in to the closed position, as it has a tapered seat and may easily damage the aluminum casting. Remove steel hex nut from LH throttle linkage in base of carburetor, the one that had counterweight assembly fitted to it. Remove 2 small screws holding butterfly valve to throttle shaft. These screws are peened on the end to prevent loosening, filing the peened end will make removal easier. Remove butterfly from throttle rod. Tap on end of throttle rod that protrudes from rear of body - the brass cover on opposite end of this shaft should "pop-out" and shaft may then be slid toward front and removed.

All parts should now be immersed in carburetor cleaner for about $\frac{1}{2}$ hour; scrubbed in solvent; then gunk; washed with warm water; dried, and completely blown out with compressed air. Inspect visually, check all gasket surfaces for burrs, etc. Inspect accelerator pump chamber area for modification as shown in Alfa Owner mentioned above. The two open holes from 3rd butterfly rod in base of the carb. should be plugged with aluminum shouldered bushings approximately $\frac{1}{2}$ " long and a very light press fit. Now reassemble, using all new gaskets, new accelerator pump diaphragm, and replacing with jets and choke tubes as listed below. **DO NOT USE ANY GASKET CEMENT.** Adjust accelerator pump linkage to get

maximum movement of lever. Check to see that both throttle valves are fully opening. With carb. on engine check that fuel pressure at the carb. inlet is $1\frac{1}{2}$ - $2\frac{3}{4}$ lbs. per sq. inch and that level of fuel in float bowl is $13/16$ " from top surface of bowl.

Replace stock items with following:

RH venturi	25 mm	50459
RH main fuel jet	1.35	50552/1
RH main air jet	1.80	51612
LH venturi	27 mm	53504/TI
LH main fuel jet	1.50	50552/1
LH main air jet	1.70	C.19645/1
Accelerator pump jet	1.00	52200

Note: When ordering parts, specify part number and size.

CHRISTMAS PARTY AND ELECTIONS

Our Christmas Party this year will be held at the Lions' Club, Belmont Shore, Long Beach, at 8 p.m., December 12. We urge you all to come along both to vote and to enjoy yourselves. We will have music, dancing, a buffet, fun and games, and drinks at 50%. Admission is \$3.00 per couple. (Voting is free!) You will receive a reminder and route instructions in the mail sometime during the week prior to the party.

For our newer members who may be unfamiliar with our procedures, we elect nine persons to the Board of Directors, who then elect from within themselves a President, Secretary and Treasurer. The election is held in this manner so that we do not lose the services of a valuable member through defeat at the poll. The Nomination Committee has met and nominated the following for your consideration:

Dave Benish	Ed Gustin	Bob Nerell
Don Deane	Jim Kubota	Dan Ross
Tony Dolinski	Mark Marcantoni	Fritz Taggart
Ron Durrett	John McGarry	Armand Velton
George Eickhoff	Ted Medley	

Additional nominations from the floor will be accepted at the November meeting.

NOVEMBER MEETING

The November meeting will be held at 8 p.m. on Friday, the 20th, (the third Friday of the month as usual) at Little Lake Park, Pioneer Blvd., Santa Fe Springs. We will have a short business meeting, tech questions, coffee session, and Mobil's film of the 1964 Indiannapolis Race.

WELCUM WAGGIN

Russell W. Bledsoe, 3317 West 117th Place, Inglewood, 678-9784
 Jim Gray, 3515 Atlantic Avenue, Long Beach 7.
 Leslie Fung, P. O. Box 1493, Glendale.
 Joe La Plante, 21557 Dome Trail, Topanga, 455-1501
 Miriam Messersmith, 2020 Knoxville Avenue, Long Beach, GE 1-6338
 Jack Page, 400 Ninita Park Way, Pasadena.
 Harry B. Tubbs, P. O. Box 670, Pasadena, SY 6-4311
 David J. Allen, 320 Via Lido Nord, Newport Beach, OR 3-3305

SLALOM NOTES

The final two championships for this year have been held since our last issue, with the Alfas moving up in the standings. The Northrop event was held on the South Gate Go Kart Track, and Merle Risdon in a Sunbeam won for the fourth time this year. Don Watters borrowed Merle's car for a second place, closely followed by John McGarry and Dan Newton. Jack Forrest driving a Sprint did very well in view of his lack of experience, lowering his first time by over four seconds on the second run, and moving into our first team. In Class E Alan Ward took third place. Fun runs were permitted, and there was quite a bit of car swapping taking place, with everyone trying to beat the other guy's time in his own car. This resulted in Dan spinning out John's car, John spinning out Dan's car, in just about the same place, and Ted Medley winding up John's car to about 10,000 as he went by the grandstand. While all this was going on the cameras were whirring away filming for Wide World of Sports, so watch out for spinning Alfas.

The November event was held in the parking lot at Dodger Stadium, which meant that there was plenty of room for a fast course. John McGarry won this one, followed by the Peerless and then Dan Newton. As a result of these performances Alfa will be the only marque to have two cars in the SCCSCC trophy awards (the top ten), with some 350 cars having received points this year. Dan took fifth place, while John is in either 9th or 10th.

For any of you who feel you would really like to compete in 1965, now is the time to prepare your car prior to the first championship event in late January.

Results:

TachmastersNorthropClass FClass F

1	M. Risdon	Sunbeam	1.02.63
2	D. Watters	Sunbeam	1.03.07
3	J. McGarry	Alfa	1.03.21
4	D. Newton	Alfa	1.03.65
6	T. Medley	Alfa	1.06.02
7	J. Forrest	Alfa	1.06.93
10	G. Eickhoff	Alfa	1.08.17
11	V. Giobbe	Alfa	1.08.92
12	R. Durrett	Alfa	1.09.26
16	F. Taggart	Alfa	1.10.44
17	C. Mickens	Alfa	1.12.77

1	J. McGarry	Alfa	55.05
2	P. Ankeny	Peerless	55.21
3	D. Newton	Alfa	55.93
7	T. Medley	Alfa	58.02
8	R. Durrett	Alfa	58.78
9	J. Kubota	Alfa	59.30
10	G. Eickhoff	Alfa	59.71
13	J. Bell	Alfa	60.71
19	V. Giobbe	Alfa	71.82X

Class FW

2	F. Medley	Alfa	64.46
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Class E

3	A. Ward	Alfa	1.05.43
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Class T (TI sedan)

11	A. Ward	Alfa	62.55
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Class TW

1	B. Goldfus	Alfa	65.83
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FOR SALE

1963 2600 Sprint Coupe. White. 15,000 miles. \$3,800.00. R. P. O'Neil, 38729 Carolside, Palmdale, Calif. 947-5821.

1960 2000 factory hard top. Top condition. \$1,895.00. Mr. Marshall, 323 East Valencia, Burbank, Apt. D. 845-9959.

1955 1900 TI sedan. 2 ltr rods and pistons. New brakes. My personal car. Offers. Frank Aldhous, 283-3458.

H-Modified Nardi, factory built competition roadster. Frua aluminum body Fiat suspension and drive train. Nardi-Brave 849 cc. Crosley engine. In top shape with two races on complete overhaul of engine, transmission and rear end. Spare transmission, rear end complete, and engine parts. Tow bar and towing lights. A sound, strong and good handling car for novice. \$1,000 for quick sale - new car coming. Joe Moore, 201 Via Jucar, Newport Beach, (714) 673-7262.

1961 Fiat Roadster. 1200 series. Exceptional. Fully equipped, tonneau, etc. Very, very clean. FR 6-3411.

Two 1300 pressure plates. One with only one week's running. \$15.00 each Alan Ward, 645-6945.

Front suspension, seats, top and boot, rebuilt transmission - new synchros, rear sheet metal and chrome, misc. parts, instruments. Steve Hammatt, JE 4-9564 (Anaheim)

WILLOW SPRINGS HILL CLIMB By John McGarry

Those of you who attended our last meeting heard Frank Smith give a talk on how to drive this course, and it sounded pretty straightforward - well it was, but he left out one thing, the fact that it takes quite a bit of courage (foolishness?) to go into turn 2 flat out without any practice whatsoever. The club had a good turnout, with Ted Medley, Dave Benish, Fritz and Paula Taggart, 1300 normal, Dan and Beverly Cummings, 1600, Alan Ward and Barbara Goldfus, 1600 Veloce, Ron Durrett, Dan Newton and myself, 1300 Veloce, and George Eickhoff in his TI. There were also some non-club Alfas in attendance.

The only difference in the course from normal was a chicane on the starting straight in order to keep down the speeds a little, but even this could be taken at around 45 m.p.h. and from then on it was foot down until turn 4 where we had to brake from around 90-95 down to about 65-70. Dan Newton and I were continuing our own private war and I lost the toss and had to drive first. We normally drive slaloms without windshields, but I was not prepared for the buffeting I received without a small wind deflector. (Warning: Don't open your mouth to take a deep breath at 80 m.p.h., as the effect is something like a balloon being blown up!) There was a series of pylons going into turn 4, and remembering Frank Smith's advice, we had decided to brake at the first one, which was a little deeper than most others were going. Well, have you every discovered that you can't find the brake pedal at around 95 m.p.h? I did, and by the time I finally got on it I was into the third pylon (about 30 feet farther on). However, I went around in a nice drift, and it

seemed that this was the point we should have picked in the first place. After the butterflies had settled I found that I had hit a pylon and incurred a two second penalty, but was still fast enough to lead the Porsches and the class at that time. On my second run I took it a little slower through the chicane, and posted a 58.21, which looked good enough until toward the end when Dale Hersh brought out his race prepared rear-engined-horrible-little-German car, and turned a 55.16, which was close to the fastest sports car, a Corvette, in 54.73.

Dan came in seven hundredths of a second behind me (and added a hook to my posted time of 58.21, to make the 1 into a 9 - it's a good job I have a good memory!). At least we had the satisfaction of beating the rest of the Porsches, and all our normal slalom competitors, by a minimum of three seconds. Out of 180 cars, we were beaten by only nine Corvettes, the Porsche, one M.G.B., one Class C Morgan, and the Bill Thomas Corvair, so we think Alfas made a pretty good showing. The four cars that beat us, other than the Corvettes, are all race prepared.

The event was marred when Tim Jones, a well-known Sprite driver, flipped a TR3 in the chicane. Fortunately Tim was not hurt, but a display of his crash helmet at the start caused many people to start muttering about roll bars. Since the event appeared to be a financial success, I think we can look forward to some other clubs sponsoring a similar event.

The car classifications in the published results seem to be incorrect, so we are simply listing the times of the club members. We believe that if proper classification is made, John McGarry and Alan Ward will take second places in D and E, and Ted Medley will place seventh in F.

J. McGarry	58.21	F. Taggart	69.13
D. Newton	58.29	D. Cummings	69.27
A. Ward	60.60	G. Eickhoff	70.79 X
T. Medley	64.42	B. Goldfus	71.26
R. Durrett	64.43	B. Cummings	71.60
D. Benish	66.47	P. Taggart	79.37

FOR SALE

1960 2 ltr. Red paint, black interior. \$500 engine job this month. Brand new top and windshield. \$2,500 or will accept \$1,300 cash and take over balance of \$1,090 at \$81 per month. John Jackson, (714) CL 6-7282.

dont forget

