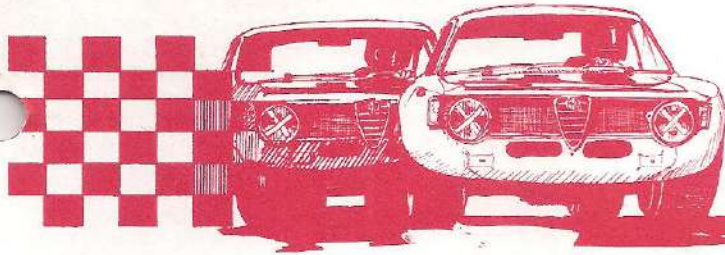


# ALFACIONADA

ALFA ROMEO OWNERS OF SOUTHERN CALIFORNIA



VOLUME 13 No.12, DECEMBER 1974 P.O. Box 261, Los Alamitos, Ca. 90720

## PRESIDENTIAL PROSE

- By Bill Kohl

This is my last article as President of your Club. It has been a very busy year with lots of accomplishments and a lot left undone. There never seems to be enough time to accomplish all that an ambitious President would like to in a short 12 months. This year has been filled with overseeing the activities of the Club, starting a new auto book business, maintaining a racing Alfa, attempting to earn a living at Wells Fargo Bank, and last but not least being a husband and a father to my family. I have enjoyed the challenge all the way, but it is a relief to know that the load will be lightened as I pass on my duties of President to Allan Gott. I know Allan will be equally dedicated to our Club.

I must first thank my wife, Joan, for her patience and understanding when I would come home and say I was off to another Alfa Club meeting. Her typing as my private Alfa Club Secretary was the smallest of her contributions. The long evenings spent without me because of my racing and Alfa interests went by without complaint. The days she alone took care of the family because of Club business or meetings were born in silence. The President's wife deserves the sympathy of all especially if the "pres" runs a competition car. Before 1974, Joan didn't know a transmission from an engine but after this year she has developed a healthy glossary of automobile terms and

has become a regular member of my pit crew. I would like to extend the thanks of AROSC and myself to my wife, Joan, for donating a year of her life to the cause of furthering the Alfa Romeo Name.

Second in line for thanks is the Board of Directors who made this past year as challenging as it was. (The Club owes each of the Board members a special thanks.) I would like to pay a special tribute to Bob Doss for his outstanding art work and excellent newsletter during this past year. Bob, a job well done.

I would also like to thank Mr. Messi, who is now in Amsterdam, and Mr. Silvi from Alfa Romeo Incorporated in El Segundo for their fine support of our Club activities during the entire year.

Lastly, the Sponsors who kept the events and prizes coming must also receive a special thank you.

### Time Trials:

Alfa Romeo Inc., El Segundo - Mr. Messi and Mr. Silvi.

Peter Satori Co., Ltd. Pasadena - Alan Sparks

Econo Auto Center Inc., Riverside - Joe Vittone

CONTINUED ON PAGE 2

Jim Gray Imports, Long Beach -  
Jim Gray

Parkinson V.W., Placentia -  
Tony Baumgartner

Prizes:

Alfa Romeo Inc., El Segundo  
Annandale Art, Pasadena - Bob Doss  
Dale Jones Racing Ent., Los Alamitos  
Econo Auto Center Inc., Riverside  
GTA Sports Car, Tarzana - Joe Cannone  
Kohl's Autostuff, Diamond Bar  
Mr. Auto Parts, Long Beach  
Rotary Imports, Los Alamitos - Jean Guiral  
Samson Racing Ent., Long Beach  
Shankle Automotive Engineering, Van Nuys

Year End Trophies:

Alfa Romeo Incorporated, El Segundo

If I have forgotten to thank any one it has not been intentional. I look forward again to being a member of the Board of Directors and serving the needs of the Club. On behalf of the '74 Board and myself I hope you feel you have received something more from AROSC in the past year than just a bill for \$15.00. Thanks to each of you for your fine support; and now Mr. Gott, she's all yours - carry on.



# Tom's Torture

by: J. Samson

Eleven shiny Alfas lined up to start a rally that was to lead them through Orange County from the Pacific to a Marine Air Base. The first car "rasped" off into the dark night at approximately 7:20 P.M.; the crew expecting to return in a jovial mood some 1 hour 58 minutes later. Due to a typographical indiscretion, the first leg was transformed from a 55 minute tour to the Pacific to a 2 hour puzzling maze.

Undaunted by the instruction problem of the first leg, the rallyists sped off on the second leg. This, in part, proved delightful as it included a tour of Balboa Island with a return to the mainland via the jitney ferry. The competitors circled the large Newport Fashion Square and then flitted north by the Cunningham Museum. Then the "excrement hit the impellor"--The sign on the Mazda warehouse, which was apparently lit from the beginning of time, was not illuminated. This sent Alfas up and down the same street many times until one by one they noted the dark sign and proceeded with the appropriate turn. The teams found themselves in an industrial complex in which there was no way out. (Local urchins turned some street signs which made the instructions in error). At this point, by some means, each team figured their way out and headed down the freeway to pick up the rally course.

One would think by now nothing else could go wrong. But alas, one more shaft was to pierce our armor. In the final miles another street sign swirl occurred and only the most perseverant could scratch and claw their way to the finish.



.... OK, SOON AS WE GET TO THE END, I GO INTO THE JOHN, GET THE GUN, COME OUT, TWO QUICK SHOTS INTO THE RALLYMASTERS HEAD.....

Yours truly "took gas" in the last few miles and never saw the finish line. Six of the eleven teams followed our example of not finishing. Two teams were never seen after leaving the start and for all I know they may still be looking for the stoplight that was not at the bottom of the hill or the Mazda sign that lost its candlepower.

The get-together after proved an ideal way to end a Fall Rally. A warm house, hot chili and cold beer greeted the confused rallyists as they arrived for R & R after the event. I would like to thank Tom and Pat Suter for working the rally and my wife Carol for preparing the food and house for the post rally party. Most of all, everyone who ran the rally would like to give the rallymaster a famous American salute\*: as his efforts truly yielded a unique event.

(\* use your imagination)

**Results:**

1st - 11:25 John Schirmer, Jack Heiser  
2nd - 20:57 Richard Varion, S. Stillman  
3rd - 21:06 Sandy Jones, Dale Jones  
4th - 22:17 Juliette Doss, Bob Doss  
5th - 38:17 Sel Ramsey, Ingrid Ottesen

The remainder lost in action: Bill and Carol Varien, John and Carol Samson, E. Tipping and K. Hartsfield, K. Magnell and Phil Guival and two teams never heard from again.

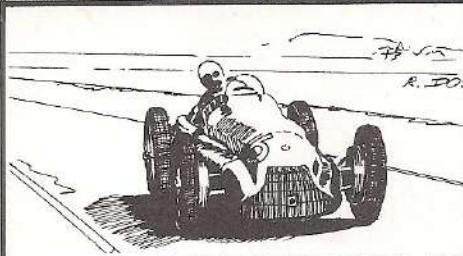


**TECHEXCHANGE**

When your tandem master brake cylinder becomes too worn internally and cannot be fixed with a repair kit, or if the cylinder develops an external hairline crack, you go to the nearest Alfa dealer and purchase a new one over the parts counter--right? Wrong!

The Alfa parts man will tell you he does not stock the part (manufactured by ATE, number 21205402), but that he can order it for you for \$103. Wow!

CONTINUED ON PAGE 5



TYPE 158 ON THE RHEIMS CIRCUIT, 1950

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1974

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25.00 couple

Entry limited to 36  
Tech Inspection 7:30 A.M.  
Drivers Meeting 8:30A.M.  
Driving 9:15A.M. till  
4:00 P.M.  
Awards 4:15 P.M.

Car prep per Alfa Code

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# What is a Solenoid?

The Rallymaster

There we were, trying to hurry back from a "rest" break in the middle of a rally and nary a sound was generated when I turned the key in the ignition. It was as if the car were completely dead. There had been previous warnings of trouble for some time. When I turned the key in the ignition there would be a click, but the starter wouldn't turn over. After turning the key off and on several times, one of the clicks would finally make some connection and the car would start. Obviously a bad starter solenoid. (You may say that, but for an inept mechanic like myself, it took a while to figure it out!) Yes, it was a starter solenoid. So, how do we fix this and/or replace it?

The first step on a 1750 (ours is a '69 Spider) is to remove the air cleaner. The starter is the large round black thing that looks like an electric motor (..it is one..Tech Ed.) down next to the engine block opposite the front gas filter. On top of it is a round cylinder shaped device about 2" in diameter and 5" long. This is a starter solenoid.

When the connection is made to the solenoid with the key from your ignition, a magnetic field is created which pulls the magnet through the middle of the cylinder. There are two contacts on one end of the solenoid which must be clean in order for this to be accomplished. The other end of the solenoid, on the movable rod which runs through the middle (the magnet), is a flat piece with a hole in the end. This hole fits over the top of a lever on the rearward side of the starter. When the solenoid is activated, the magnet moves forward in the solenoid pulling the lever forward and engaging the starter gear with the motor. How's that, George? (..ah, yes...Tech Ed.)

Replacing the solenoid is a fairly simple job but Bob Davis will be happy to sell you a new one for about \$31 (including tax and club discount).

Cleaning the contacts is a slightly more complex job but does save 30 smackers and there's no sense throwing out a part simply because the contacts don't make contact.

Steps in the job are as follows: First of all, disconnect the positive side of the battery. This kills the whole electrical system and you had better have it off if you are going to play around with things down near the starter. Second, disconnect the cold start solenoid wire which runs from the pole on the back side (toward the engine) of the solenoid. Third, disconnect the rod from the throttle controls so you have more working room for wrenches, fingers, etc. Fourth, disconnect the main power source, the large black cable about 1/2 inch thick, and the number 10 red wire from the top bolt on the solenoid. Then disconnect the ground cable from the bottom bolt. This disconnects all the wires and electrical system from the solenoid and the starter.

Next, there are two bolts going into the rearward side of the solenoid which hold it onto the starter. Remove these carefully. I am not sure but it seems to me that it was a 9 or 10 mm socket wrench that I used here. This loosens the solenoid so that you can pull it forward (which engages the starter gear with the engine) and then wiggle the hole in the end of the solenoid pole up over the top of the lever coming up from the starter. If you have a problem, do as I did and remove the whole starter. There are three bolts that hold it on to the car and it may be somewhat awkward to get the 13 mm socket around to the rear where the nuts are and the 14 mm crescent on the head of the bolt, but it does come off eventually. After I figured out how the solenoid attached to the starter, it was a simple job and you may be able to avoid removing the whole starter if you can lift the solenoid up off the top of the starter lever.

Next, remove the tape from the front end of the solenoid. Finally, you will see two screws, probably covered with a rubber sealant coating, going into the



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front end of the solenoid. These screws can be carefully removed after scraping away and pulling out the sealing material with the point of a screwdriver and a pair of pliers. This loosens up the front but it still won't come off because the connections are soldered. Near the two screws you will also see two soldered points. Use your soldering gun and heat these two points up, shaking the solder off on the the cement floor or out into the yard (watch your toes). Then you can remove the whole top of the solenoid. Note that two wires go into the hole which is connected to one of the bolts, and one wire goes into the other hole which is not connected to the bolt (at least this is the way it was on mine---you had best observe so that you don't get in on backwards.) When you lift the top off you can see the copper contacts which have to be cleaned. This can easily be done with pieces of fine sandpaper, fine emery paper, or steel wool. I used the latter inside of the top since it is easier to get it in with your fingers. Clean both the contacts inside the top and the copper contacts on the solenoid shaft itself.

ALFACIONADA

Reassemble, being careful to solder the two wires into the top properly and put electrical tape around the end of the solenoid to keep it dry. Reverse the disconnection procedure and make sure everything is hooked up properly and all nuts and bolts are tightened. When you put the positive cable back on the battery, take another piece of steel wool and clean the battery post and the inside of the cable clamp. Then smear a little Vaseline on the battery case and on the bottom edge of the cable clamp. Someone told me some time ago that this will reduce corrosion and I think it has on mine, so every time I take the battery cables off I do this.

Now, if you can do all that and get back into the rally without losing too much time, you're pretty sharp. The better way is to get a push to get the car started after that "rest" break, and don't turn it off until you get it home in the garage where you can do the repair easily.

"La Veloce Vita", Newsletter of the Colorado Club.



#### TECH EXCHANGE. CONT FROM PAGE 2

Enter Ford Motor Company. It seems that ATE also manufactures the master cylinders for the Mercury Capri, and the one that fits the early two-liter Capris (Ford part number D3-RY-2140A) is identical to the one in your late model Alfa.

After explaining to my local Lincoln-Mercury parts man that I was going to install the unit myself, he sold me the cylinder at a discounted price of \$38 (normal over-the-counter retail price is \$50).

To install the cylinder, carefully pop out the see-through brake fluid reservoir supplied with the Capri cylinder, and pop in the reservoir from your defective cylinder. Since it is a tandem master brake cylinder system, don't forget to bleed the front and rear wheel cylinders on each side simultaneously.

"Alfantics," Washington, D. C. Chapter.

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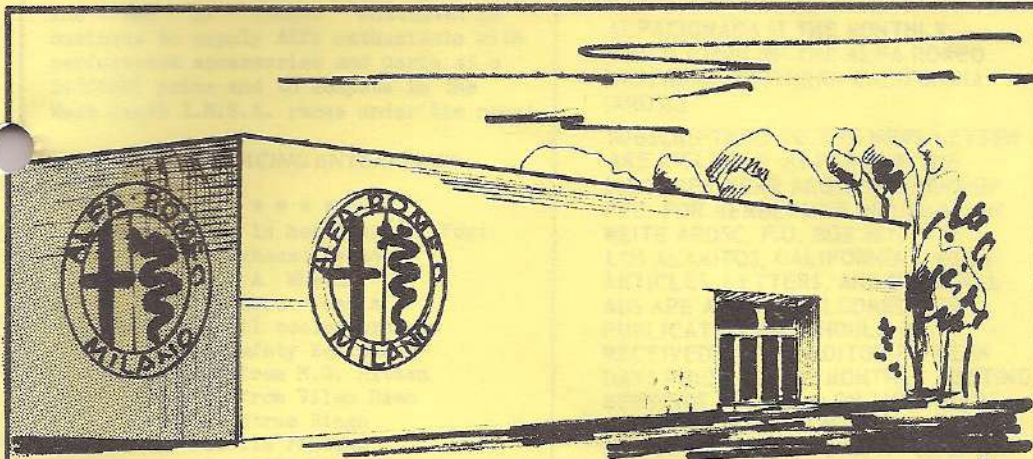
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The January Meeting will be our annual gathering at the West Coast Distributorship of Alfa Romeo as their guests.

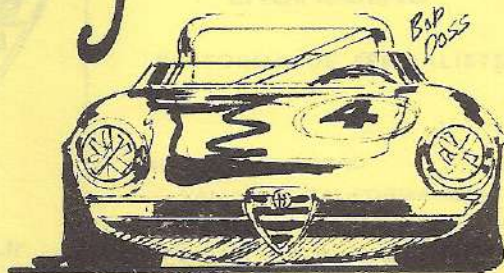
The Program will provide a well edited slide show of the Milan factory and Museum as recorded by Allan Gott on his trip through Italy this last October. There will be a display of Alfas in various race preparation stages provided by members of the Club. (Possibly Otto Zipper's Alfa Sud).

We also take this opportunity to present the year end awards and trophies for 1974 Events.

This meeting is always one of our most memorable and we look forward to seeing you there:

FRIDAY JANUARY 24th 1975 \*  
8:00 PM  
Alfa Romeo Incorporated  
215 Douglas Street  
El Segundo, California

# January Meeting



Race Prepared Cars

\*Meetings are on the 3rd. friday of the month. The January meeting is changed to the 4th friday to accommodate Alfa Romeo Incorporated.

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