



# DEALER PARTS and SERVICE BULLETIN

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= SUBJECTS =

SPECIAL FUEL BLENDS

Information on the use of special fuel blends - alcohol, methanol, nitro, etc. - is outside the scope of our service and knowledge. Opinions as to the efficacy of specific fuels are as varied as the combinations themselves and these run the gamut from simple alcohol up to weird and incredible chemist-concocted blends ... with results often as weird and incredible.

Engine theory books on this subject always approach it gingerly, refer fleetingly and then scamper away from the subject matter before the writer gets entrapped in specifics where generalities will suffice. Most probably this approach is generated from the multiplicity of aspects in the fuels themselves which call for a completely different engine combination for each combination of additives if benefits are to be obtained from a particular blend; this may be a different compression ratio, different spark advance, different cam diagram and completely different carburetion. Lacking these there is often small benefit and, in many cases, extreme engine hazard.

Therefore, lacking personal experience with fuel mixes and, in view of the complexity of the subject, being unable to locate technical publications that presume to speak with authority, our Service Department offers little in comment beyond some generalities and possible sources of information.

Webco, Inc., 218 Main St., Venice, Calif., accessory and speed component manufacturers offer a variety of special fuel blends and gas additives. A letter to Webco will produce a catalog listing the price and details on the various compounds.

The Amal carburettor bulletin dealing with the Grand Prix racing carburettor lists some suggested jet sizing formulas that may have some value for the serious-minded fuel enthusiast.

Jet sizes are increased enormously - the exact percentage again being dependent upon the fuel combination and thusly no fixed percentage tables are available.

Amal carburettor jets are made in two types - alike in appearance but different in flow rate, one type for the Monobloc carburettor series and a different type for the TT and GP racing carburettor series. These are often incorrectly exchanged due to the similarity in appearance and the fact they readily fit. Jets are stocked in an almost infinite range as per the table below:

#### MONOBLOC

50 to 100 in increments of 5  
100 to 500 in increments of 10

#### TT AND GRAND PRIX

180 to 700 in increments of 10  
700 to 1000 in increments of 50  
1000 to 1700 in increments of 100