



Alfaciónada

Alfa Romeo Owners
of
Southern California

P. O. Box 61

A DRIVING CLUB

Tustin, California

Volume 4, Number 6

June, 1965

PIZZA RALLY

Our second Pizza Rally brought forth twenty beer swilling entrants. George and Janet Eickhoff started the cars off from Little Lake Park, with Ed Gustin driving the first car out at 8 p.m. sharp. Don Deane, who also laid out the rally, was at the end to make us all miserable by telling us how late or early we were. The true time was 47.13 minutes of fairly simple navigation, although we did pass one car going the wrong way!

From the finish we proceeded to Shakey's, where, in true rally tradition, Fritz and Paula Taggart refused to speak to one another - that is until they were declared the winners by the scorer, who we might add was accused by all the other entrants of being very drunk.

Our hard luck award this month goes to Frosty Blossom and his navigator who were refused admittance to Shakey's on account of their tender ages. Our feelings were that anyone who can attend an Alfa Club meeting and listen to that language could withstand the terrors of the demon rum.

Our thanks again to Don Deane for mastering a very enjoyable evening.

<u>Results:</u>	<u>Error</u>		<u>Error</u>
1. The Taggarts	1.03	6. R. Greig	4.11
2. The McGarrys	2.13	and M. Messersmith	
3. A. Ward and B. Goldfus	2.96	7. E. Gustin & Son, Ltd.	5.15
4. N. Fahrer and friend	3.10	8. The Durrettts	5.74
5. The Brittons	3.97	9. F. Blossom and friend	18.10
		10. The Reynolds	31.91

WHAT IS AROSC?

AROSC has roughly 100 members who meet regularly on the third Friday of the month, at 8 p.m., at Little Lake Park, 10900 South Pioneer Boulevard, Santa Fe Springs, just north of the Santa Ana Freeway near Florence, to talk about Alfas, drink coffee, and be entertained by movies or speakers. In addition, we have one event per month, which is either technical, social or competitive in nature. Our dues are \$5 per year, which includes a monthly issue of this magazine. Guests are welcome, and please be sure to introduce yourselves to a committee member.

LET'S GET TECHNICAL

Electric Fuel Pumps By Ted Medley

Blue Cap, Red Cap, Silver Cap and Black Cap are all model designations for the Bendix electric fuel pumps. These pumps are compact and light weight; only one pound and thirteen ounces. Use little power; .65 amps at 12 volts. They have no seals nor diaphragm but utilize a stainless steel plunger in a brass tube to do the pumping. The electrical points within the pump body are in an Argon gas sealed chamber. In the base of the pump body is a fuel filter and a permanent magnet to trap the impurities. This dual-filter can be removed by a quarter turn of the hex nut on the bottom cover. Various models produce 1 1/4 psi to 7 1/4 psi pressure and pump 30 to 45 gallons per hour. Pump # 476087 is standard equipment on the 1300 Veloce models.

<u>Volts</u>	<u>Ground</u>	<u>Black Cap</u> 1 1/4 - 1 3/4 psi	<u>Black Cap</u> 2 3/4 - 3 1/2 psi	<u>Silver Cap</u> 4 - 4 3/4 psi
12	Positive	480515	477223	476090
12	Negative	480513	477060	476087
6	Positive	480514	-	476089
6	Negative	480512	-	476086

<u>Volts</u>	<u>Ground</u>	<u>Red Cap</u> 6 1/2 - 7 1/4 psi	<u>Blue Cap</u> 6 1/2 - 7 1/4 psi
12	Positive	480540	480535
12	Negative	480532	480534

The Black Cap and Silver Cap models pump 30 gph.
The Red Cap and Blue Cap models pump 45 gph.

REMOVAL OF CYLINDER HEAD

A warning to owners removing the cylinder head. The 101 series had an additional bolt over the 750 just above the generator going up into the head. The 1000s have two such bolts, and Alan Ward has learned from experience that they are not quite the same length. A check on the parts book does indeed show:

2100.00241	Screw	8 x 1.25 x 30 mm.
2100.00243	Screw	8 x 1.25 x 35 mm.

If you miss on the 50/50 chance you will find that the long bolt will bind on the chain tensioner.

WATCH BLACK BOX BLUES . . . Courtesy, Herb Carrier for Champion Spark Plug Company.

After a long, hot and dusty run, a sports car buff can rally round the keg for a refreshing pull of the foamy stuff. Great, isn't it? Sort of puts the fun back in driving.

But what about that little black box under your hood? It gets thirsty too. In fact, battery experts say that many batteries literally die of thirst during the hot months of driving.

The Service Engineers at Champion Spark Plug Company say that batteries often die of summertime heat prostration because of the normally increased driving time and the corresponding extra usage to which the battery is subjected. And, they point out, a dying battery will cause just as many ignition problems in the summer as it will in the winter.

A battery usually requires more replacement water in the summer months because water evaporates more quickly at higher temperatures. Then, too, most charging system voltage regulators are temperature-sensitive, and they can do a real good job of keeping a battery in a full state of charge during the warm weather, and full charge can cause battery gassing to further accelerate water loss.

If you want to get very technical about it, warm-weather damage to a battery is caused primarily by an accelerated rate of oxidation (corrosion) of the positive grids (which support the active material) and possible deterioration of the negative action material.

Simply stated, it means that your battery will conk out if it is not given a drink of water at frequent intervals during the hot summer months.

What is a frequent interval? Well, once every two or three weeks is considered normal. If you have to add water more frequently, say once a week, either your voltage regulator needs attention or the battery needs replacement.

REAR AXLE

A couple of months ago the National magazine gave instructions on how to beef up the torque rod mounting brackets on the rear axle. Alfa recommends this for competitive driving, be it racing or slaloming, and our recent experience bears this out. While running at Willow Springs, one of our well known race drivers was forced to spin out at about

115 mph to avoid a neophyte Spitfire driver out for his first session who had gone into turn 9 a little over his head. After the spin the car handled a little skittishly and on hard shifts the drive line was hitting the body. Investigation showed that the mounting bracket was bent over about two inches by the torque of the spin, and consequently the rear end was that much out of line.

JUNE MEETING AND EVENT

Our regular meeting will be held this coming Friday, June 18, and this month we will have a guest speaker from Signal Oil and Gas Company to give a short talk on oil, and we hope to clear up some of the old wives tales.

Our June event has not yet been finalized. We had hoped to have a session on a dyno, but so far have not been able to fix up a firm date. We will select six members, by using our normal raffle tickets, as the cars to go on the dyno, and demonstrate what can be achieved.

CHANGE OF DIRECTORS

At the MayBoard Meeting George Eickhoff resigned his position as a director of the club. We would like to welcome Ron Durrett as George's replacement. Ron had the next highest number of ballots at our December elections.

FOR SALE

1959 Spider, new clutch, transmission, valves and starter. Excellent condition. Make offer. 3311 Hill Rose Drive, Los Alamitos, 431-6419.

1957 Bertone 2 liter convertible. New top, tonneau, valve job, good tires. Radio and heater. One-of-a-kind. Stanley Rich, Du 8-2394

SLALOM NOTES

The So Cal MG Championship saw Paul Ankeny in his Peerless again turning a very fast time to beat our members. The course was difficult for Alfas with 5.12 rear axles, since we were caught between the gears on practically all the turns. (When will Alfa learn to carry the tach on into the oil pressure gauge?) Ron Durrett with his 4.1 Veloce was hot on Dan Newton's heels. Paula Taggart won FW, but refused to share her victor's spoils, in this case a bottle of champagne. At this event So Cal MG pioneered what will apparently be the new system for championships. This is basically a pre-entry system with all cars running by classes at a prearranged time. So far this has proved highly popular, especially since you don't have to get up so early anymore unless you are driving a TI.

Results

Class F

1. P. Ankeny	Peerless	71.94	7. G. Eickhoff	Alfa	76.97
2. D. Newton	Alfa	73.18	10. J. Hibbert	Alfa	78.88
3. R. Durrett	Alfa	75.83	13. F. Taggart	Alfa	81.02
4. T. Medley	Alfa	74.66	19. F. Blossom	Alfa	85.15
6. B. Thompson	Alfa	76.25			

Class FW

1. P. Taggart	Alfa	79.09	5. F. Medley	Alfa	90.56x
4. B. Durrett	Alfa	89.89			

Class H

1. B. Zigler	Elva	71.96	16.A. Ward	Alfa	82.84x
5. J. McGarry	Alfa	74.82			

Class HW

1. B. Zigler	Elva	77.26	3. A. McGarry	Alfa	92.74x
2. B. Goldfus	Alfa	82.44			

Class T

1. H. DuRae	Volvo	73.00	2. D. Washburn	Corvair	74.34
-------------	-------	-------	----------------	---------	-------

Class TW

1. M. Washburn	Corvair	83.06
----------------	---------	-------

In the Corvettes Ltd. event, Alfas took first, second, third and fourth, followed by Paul Ankeny. Ted Medley was the winner this time. We would warn our members that Ankeny will be back in contention again by next month. If we had two hard luck trophies, one would go to Paul. He first broke a crankshaft, and then while having his new engine installed someone came to the garage and jacked up the car removing his wide based rims and four new Goodyears. In Class H, John McGarry's new car has been very disappointing and he is going slower than he did in his 1300. Get to work John!

Unofficial results:

1. T. Medley
2. D. Newton
3. R. Durrett
4. B. Thompson
5. P. Ankeny

AROSC Point Standings

D. Newton	397.14	R. Britton	119.48
T. Medley	386.64	R. Childers	83.93
J. McGarry	385.00	J. Hibbert	76.19
D. Washburn	378.11		
G. Eickhoff	354.33	<u>Ladies</u>	
B. Thompson	340.67	B. Goldfus	377.23
F. Taggart	323.81	F. Medley	341.73
A. Ward	307.30	P. Taggart	335.58
C. Lair	304.92	M. Washburn	234.40
R. Durrett	257.95	S. Lair	212.08
R. Lueck	254.28	J. Lueck	160.83
J. Forrest	218.79	B. Durrett	110.44
J. Kubota	171.45	A. McGarry	50.00
F. Blossom	150.00		

