



# Alfaciónada

Alfa Romeo Owners  
of  
Southern California

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## ALFA ROMEO PICNIC

By Mark

Sunday, August 28, as announced in the August "Alfacionada" and at our last meeting, we held our social event. This event, which we have had for the last three years, is one in which we like to encourage Alfa members and their families to get together. Usually we drive to the Edgewater Recreation Center, in the vicinity of the now dry Lake Elizabeth. The place has a picnic ground, with tables in the shade, facilities for barbecue and a swimming pool. It also has a horse stable for the ones who wish to ride on a hot summer day.

The ride to reach this place is full of mixed emotions. The driver (man usually) wears a happy face for the fun of driving this extended slalom course, while the passenger (wife usually) hangs on for dear life, eyes shut, promising to herself that this is the last time she will go around with this bunch of wild nuts. And the look on the faces of the few Sunday drivers we encounter, staring at those funny little cars zooming by, is priceless. Unfortunately, not enough members in our club are taking advantage of our events, and this one was no exception.

Sunday morning we met at 9 a.m. to have breakfast together at Oscar's in Van Nuys, then proceeded to Edgewater. Four couples only were present. (What a shame!) The McGarrys, Fritz and Paula Taggart, Barry Thompson, and yours very truly, Mark, with wife and children. After the beautiful drive, we arrived at our destination at about 11 a.m. Soon we were joined by Stan and Karen Thompson and little daughter. Later, Barbara Goldfus, Alan Ward and Don Deane arrived, and a while after, Miriam Messersmith.

After a long dip in the pool we had a well deserved lunch and then back in the pool. At about 3 p.m. we left and in formation we flew to Canoga Park, where the M.C. Club was having a slalom. Even after such an



exhausting day our members proved their excellence in driving. They participated in the slalom and placed in the very top positions in all classes entered. At the termination of the competition we all headed for home, tired but with the satisfaction of having spent a very enjoyable day. And the Alfas too were happy to enter their barns for a very well deserved rest.

#### 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 (or \$2.50 for the remainder of the 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

##### Reclaimed Lube Oils - Part II

#### What then are Reconditioned Motor Oils?

Now that we are going through a period when the public is more than usually interested in a bargain, the re-refined oil theme of "better than new" is appearing across the country. If exorbitant manufacturing costs make properly re-refined motor oils non-competitive, "What then are the products available to the unsuspecting public as reconditioned motor oils?" The National Association of Re-refiners (NAR) define a reconditioned automotive lube as a used oil which by proper rejuvenation has all of the physical properties of a new lube as measured by the commonly used specification tests. Incidentally, the use of the word "reclaimed" is not acceptable to the NAR. On the surface NAR requirements appear to be very stringent, but in reality, they amount to no more than a subterfuge. The physical and chemical inspections on a new oil, by the very nature of the product, would not include the contamination checks that must be considered in evaluating a used oil. In essence, the fundamental criteria for reconditioned motor oils according to NAR are gravity, flash and viscosity.

Most of the oil offered to the public as reconditioned motor oil is merely miscellaneous crankcase drainings put through a filtering process. Equipment investments are relatively small. Obviously a reclaimer could not install complete facilities for properly reconditioning motor oils and remain in competition with the legitimate refiners. Much of the equipment is portable and is easily moved from place to place. It may even be mounted on the rear of a truck. The removal of undesirable low boiling fuel diluents is left to chance in settling tanks or drums heated to 350°F. The next step, that of filtration, is usually followed by retail packaging. Therefore, it is quite possible for a crankcase draining to appear on the market as a reconditioned lube within a short period after being removed from an engine as a contaminant.



An examination of commonly used specification tests conducted on virgin oil and reclaimed oil would probably indicate very little difference between the two. Based on these tests alone, it is not unreasonable to expect the reclaimed lubes to perform equally as well as the new oil. In order to complete the full story it is necessary to examine the contamination characteristics of each of the oils. Whereas the new lubricant is clean, in every case the products of the reclaiming processes are contaminated. The reclaimed oils contain organic acids, asphaltenes, oxidized products, and extraneous matter (dirt, rust, etc.). Obviously the addition of dirt and thermal decomposed materials to an engine cannot be condoned as good lubrication practice.

Most reclaimers use the depth filtration method in recovering crankcase drainings. The oil is filtered through a depth or mass of matted fibrous material; the results are very ineffective. Clay filtration is a fairly good method in the removal of solid contaminants, but is too expensive a process for widespread use by reclaimers. A basic objection to any type of filtration is that the process has no effect on fuel diluent contaminants. Fuel diluents and acids are in solution with the lube oil and therefore cannot be separated by filtration any more than acids which make a milk sour can be filtered out of the sour milk. Quality control is a question of chance, and unless followed by proper re-refining, the presence of contaminants in the final product becomes a rule rather than an exception.

There are several companies in Texas reclaiming and marketing used lube oils, most of which concentrate on the retail automotive business. Their products can be purchased in bulk or in quart cans labeled under a retailers specific brand. The source of feed stocks for lube recovery are almost entirely from crankcase drainings collected from service stations. It is not uncommon for a service station operator to pay to have used crankcase drainings hauled away. In Houston, one collection company offers a free service in removing used oils from the premises of service stations on the pretext that they are to be used as road oils. It is ironic that the same company is in the oil reclamation business.

A check of one supplier who did not indicate that his was a reconditioned product revealed that it was and he claimed that it was superior to a virgin product. In comparing three reconditioned lubricants purchased in Houston the following facts with respect to quality are pertinent:

1. The low flash of all three reclaimed motor oils indicates the presence of fuel diluents or other low boiling compounds.
2. None of the three oils satisfies SAE 30 viscosity requirements although they were all labeled as such.
3. The viscosity indices range from 6 to 96 on the two "SAE 30" oils canned by the same supplier for two different retainers. The apparent lack of quality control is evident.
4. All three of the oils indicate from minor to severe contamination with extraneous material, organic acids, and oxidation products.



5. As measured by the sulfated ash, two of the oils contain no additives. The third has minor traces, evidently left over from the original oil.
6. All three of the oils show excessive carbon forming tendencies as measured by the Conradson Carbon results.

In conclusion, it should be clearly understood that technically, used crankcase oil, if put through the same refining steps and under the same laboratory control as used in producing a new oil, can have all the qualities of a new oil. That is, provided it is inhibited with the required additives in the correct proportions. However, the ordinary motorist must buy motor oil largely on faith in the company that sells it. This is necessarily so because without controlled laboratory, engine, and road testing, it is almost impossible to evaluate the relative merits of the various motor oils. If a motorist knows that a re-refiner has the equipment, knowledge and integrity to re-refine used motor oils completely, he may be justified in their purchase. One of the most reliable indications of the quality of a motor oil is the knowledge that it is produced by a refiner whose products include ones approved by vehicle manufacturers, government purchasing agencies, and large industrial consumers. No oil reclaiming company in the United States has ever obtained these approvals for its products.

#### FOR SALE

- 1965 Sprint Speciale, 1,000 miles. Must sell due to leg injury which prohibits driving a standard transmission. \$4,200.00. 984-2211
- 1962 Giulietta normal. \$950.00. Dave Benish, (714) 776-5346
- 1963 Giulietta Sprint Coupe. Low mileage. Excellent cond. \$1,500.00.  
John C. Riggs, (714) 533-3293.
- 1963 1600 Roadster. Powder blue. Radio, tonneau, etc. Must sell.  
Orange, 633-0893
- 1959 Sprite. Excellent cond. Engine overhaul. Good paint and top, sliding windows. \$600.00. John C. Riggs, (714) 533-3293
- 1956 Ford convertible. \$95.00. Ron Durrett, (714) 528-9594

#### WELCUM WAGGIN

John H. Coleman, 8351 West Manchester Avenue, Playa Del Rey  
Walter J. Darling, 1735 Lincoln Avenue, #23, Torrance  
Lawrence N. Guzin, 1963 De Mille Drive, Los Angeles  
Ian Quigley, 19702 Canberra Lane, Huntington Beach  
John C. Riggs, 2128 East Virginia Street, Anaheim  
Russell H. Speed, 12549 Catalpa Place, Chino

#### PARTS NEWS

ARI is now offering several competition goodies, available through your dealer:



Steel flywheel, fitted with ring gear. Gross weight 15 lbs. Recommended for all 1600 racing applications. \$ 72.32

(Ed. note. Normal 1600 flywheel weighs approx. 24 lbs; 1300, 18 lbs.)

Borgo Competition Pistons. (And they've sold some) \$ 82.00 each

TZ clutch units. Heavy duty outer valve springs. Heavy duty sway bars. Limited slip differentials.

The good news from the Parts Department is that you probably have a better chance of getting parts for your 1957 Alfa than for your 1957 Chevy. Last month Alfa's back orders for all parts for all models was only 2.6%.

### COMING EVENTS

Our October event will be a simple rally (Pizza style) to Joshua Tree National Monument, where we intend to have a barbeque. The weather at this time of year up there is beautiful, so don't miss this fun event. We will send out a reminder when the actual date is fixed.

In November we will be putting on the club's first open slalom. This is a major undertaking and the slalomist group will need all the help it can get from the other members. Remember the club is on show, so let's show 'em. The date is set for November 28. At the next meeting we will ask for volunteers to help run the event.

### AUGUST AND SEPTEMBER MEETINGS

Last month Mr. Mark Barratt came to the meeting and told us what Alfa has been doing for the past few months. Apparently the promotional activities in the form of salesmen's competition and support of competition drivers has had its effects, and sales have doubled. Plans for the future are even more optimistic.

For entertainment this month we will have a movie and some technical discussion.

### SLALOM NOTES

The slalom mob have been very active, as usual, this month. The first event was down in San Diego and counted toward ARI awards. The course was quite fast, without any really tight turns, and our cars did really well, taking a 1st, 2nd and 3rd in their respective classes. It seems that John McGarry is finally getting his car sorted out, since he was the fastest in our group. Fritz Taggart in his Normal heeded the advice of his Veloce friends and drove a little more slowly on his third run, and proceeded to knock three seconds off his previous times to win his class and be third fastest Alfa, just behind Dan Newton. Our times were considerably faster than those of the local boys.

## Results:

Class F

1. D. Elsebusch	Lotus 7	56.05
2. D. Newton	Alfa	58.21
4. R. Durrett	Alfa	59.07
5. G. Eickhoff	Alfa	60.04
6. T. Medley	Alfa	60.13
9. M. Kreml	Alfa	63.28
12. W. Knight	Alfa	68.67

Class C

1. F. Taggart	Alfa	58.52
3. J. Barta	Alfa	60.07

Class K

4. B. Goldfus	Alfa	61.72
5. P. Taggart	Alfa	61.83
7. F. Medley	Alfa	63.43
9. B. Durrett	Alfa	64.26

Class E

1. M. King	Porsche	56.70
3. J. McGarry	Alfa	57.88
5. A. Ward	Alfa	58.88
12. J. Jamison	Alfa GT	65.99
13. P. Faucher	Alfa	66.70

Following the club event last month the group drove to Topanga and ran a SCCSCC benefit slalom. On arrival we found that Class F was being led by an unknown H. Revvs, with an extremely fast time. We guessed that this was a joke being played on us by our competitors, and it was, but the joke was on them when Dan Newton proceeded to borrow Ted Medley's car and beat the mythical Mr. Revvs. John McGarry limped home from this one with his car making very expensive noises in the bottom end. Investigation showed three disintegrating pistons and an out-of-line crankshaft.

At Riverside last weekend Ron Durrett led the Alfas home to a 1st, 2nd and 3rd, with John taking second in Ron's car (and nearly blowing that one up too) and Barry Thompson in third. Ted and Dan missed this one, and Ted will be out for a few weeks due to illness. Let's hope this doesn't severely affect his SCCSCC points.

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