



ARCC UPDATE

April 2008

Alfa News

by George Beston, Cobourg

There's not a lot out there for news on Alfa Romeo products this month. What news there is about the company has to do with the resignation of the current design chief and his replacement, and the possibility of setting up a North American manufacturing site.

Frank Stephenson resigned after six years at Alfa Romeo, and word is that he will be replaced by Christopher Reitz who has design experience at Volkswagen / Audi and Nissan.

Fiat has been talking to a number of North American manufacturers (including BMW!) with available capacity about the possibility of making Alfas on this continent. Other possibilities are building a new plant in Mexico, buying a plant previously shut down by one of the "big three" or the use of one of the 11 plant sites that are already owned by Fiat and now make Case New Holland products. The objective is to have North American production by 2011 or 2012 at the latest. Automotive News reports that the new manufacturing site will be chosen by the end of May.

There are still reports of the Spider, Brera and 159 being launched into the American market in 2009.

Here's a sample of the logo to be used on the Mi.To, apparently selected with the help of an on-line poll.



Photoshop artists have been exercising their craft with regard to the Mi.To. Here's a rendering of what a Mi.To competitor to the Mini Clubman might look like. Is this the time to point out that

sources say the pronunciation of Mi.To is very close to "me too"?



Toronto Chapter AGM

The Toronto Chapter had its Annual General Meeting on April 2. Approximately twenty five members turned out to enjoy the company of fellow Alfisti and to browse the offerings in the MiniGrid displays.

The meeting proceeded as it usually does, with a financial report, a review of last year's activities and the coming year's schedule, and the nomination of Directors.

There was some discussion about events that we could schedule given sufficient interest, such as a go-kart event at the new location in Downsview featuring electric karts.

We also discussed the work that Anthony is doing to set up a supplier with a stitch file of our Club logo which could be used to decorate ball caps, shirts or jackets. There may be a batch of hats made to kick things off with the new supplier.

The club owes a debt of gratitude to MiniGrid for letting us use their facilities for the AGM. Please consider them when you're shopping for books or other automobilia.



S3 Spider Fuel Injector PM

by Elio Comello, Calamachie, Ontario

As a retired (Italian) engineer (electrical) living in rather remote isolation from fellow Alfisti, my annual goal during the Alfa hibernation season is to plan and execute preventive maintenance projects to lessen “availability” issues in the driving season.

In Aug 2004, just before my 60th birthday, an ‘87 Spider gave me a ride home from Fayetteville, NC where I was stranded after a one way (31 hour) bus ride. “Honest dear, it followed me home. Can I keep her? Pleeeeeze!” That is a very brief recap of the beginning of my ongoing affair with Ms. Martellina P (no rust, Argento M, Quadrifoglio) that my wife lets me keep as a “mistress”.

Martellina was in good shape when I met her and over the last hibernations she was sorted out and rejuvenated even further (I have a list). This year I decided to look into her 21 year old fuel injectors.

I had no issues with fuel consumption, performance or emission readings and Techron fuel injector cleaner was used every season. However, the fuel lines to the injectors were stiff and hard and I kept seeing the price of the upper and lower injector seals going up in the IAP catalogue. I also read a lot of good things about an injector blueprinting service from Cruzin Performance on the AlfaBB.



Cruzin’s service includes “as found” flow and spray pattern measurement, testing of the injector coil, replacing the inlet screen, pintle cap, and upper and lower seals.



Cruzin Performance test rig

Ultrasonic cleaning of the injectors in a solvent restores fuel delivery and spray pattern performance, which is also tested and documented for the customer.



Ultrasonic cleaner. Note injectors are wired to be active during cleaning.

There are some advantages to living on the US border. I first bought a “donor” set of fuel injectors and rail on eBay. I thought – hey, I will send them for service and replace mine, leaving me with a spare set.

To remove the old fuel lines from the “donor” injectors and fuel rail, I followed the shop manual which suggests using a soldering iron to soften the old fuel lines so as not to damage the barbs of the injector body. A slow, smelly job.



Fuel injectors, rail and regulator offered on eBay

Off went the “donors” for service. A week later I get an email: “Your injectors are done, all within spec. Why don’t you send the other set also so that you can better match a set?” Well, that sounds like splitting a gnat’s eyelash, but what the heck, it’s for my mistress, right? And I live on the US border and there are economies of return shipping.

So I call Rich at Cruzin and tell him that I have to take out the second set and my next trip to the US will not be for several weeks: *no problema*. I tell Rich, “It is a real PITA to remove the old fuel lines from the barb connectors, do you have a tool?” “Yes I do”. That clinched the deal! I was dreading the task of removing the old fuel lines (5) from the barb connectors on the fuel rail, so, I thought I’ll send the fuel rail too! (And while I’m at it I’ll also send the eBay rail). Off went two fuel rails and 4 more injectors with the old fuel hose.

How to:

- The easy way to remove the injectors is to cut the old fuel hose between the fuel rail and the injector. This allows you to take out each injector individually.
- Remove the radiator overflow tank and undo the nut of the rubber mount holding the fuel rail. You can reach across under the intake plenum to do this.
- Disconnect the fuel supply line to the fuel rail and the return line from the pressure regulator and the vacuum line to the regulator.
- Slide out the fuel rail with regulator attached. You can remove the regulator on the bench helped by a vice.

What I found:

- My upper injector seals were hard and cracked.
- Injector #1 had not been installed correctly; it was “cocked” to one side.
- Looking into the spray ports of the intake plenum, evidence of what can be best described as “little piles of s**t”.
- One intake plenum hard phenolic seat came out with the injector. Be careful not to lose it. The hard phenolic seat is like a cup that fits into the

aluminum bore. The lower injector seal fits into this hard cup.

What I learned:

- Have the old fuel lines removed from the barbs by the FI guy.
- Though I had no issues, three injectors from my car were found to have “Poor” spray pattern and one a “Fail” rating.
- The “Poor” injector was delivering only about 40% fuel in comparison to the others under test conditions.
- All 8 injectors passed the leak test (none was leaking).
- 90 second “Pulsed” flow delivery of the serviced injectors was about 10% higher after service than the “as found” flow rate.
- All “serviced” injectors reported good spray pattern, with static and pulsed test results closely matched. The “low flow” injector was restored like a champ.
- The injector is not just an “on/off” solenoid controlled spray orifice. There are also dynamic (“pulsed”) considerations. Pulsed performance is affected by the coil magnetic field, friction and the internal spring constants.

I’m convinced that I will notice a difference when I put the car on the road, and I no longer worry about a fuel line leak at the fuel rail. Because the spray patterns are now “Good” I expect to get less of the classic wet Alfa “soot” from the tailpipe.

To reinstall, a little silicone grease on the upper and lower injector seals will help. My new seals were nice and soft, but slightly different than the OE seals (Rich assures me that they will “work real fine, he’s done 1800 to date”). I cleaned the throttle body and sprayed some cleaner to loosen the intake deposit, after which I ran through a circular brush. The fuel hoses should be correct (7.5mm ID), cut to the original length with a sharp knife and wet with a little gasoline (no lubricant). These will bend easily and slide on to the clean barbs of the installed injector and the fuel rail. **Don’t forget** to put the retaining cup on the barb **before** you slide on the new fuel hose.

In conclusion, servicing fuel injectors after 21 years is relatively easy to do, is not expensive and flow test results indicate that ultrasonic cleaning restores both fuel spray pattern and flow.

You can contact me at ecomello@xcelco.on.ca if you have questions or if you are interested in a swap for my “spare” set of injectors.

Elio Comello

“Donne e Motori, gioie e dolori!”

Upcoming ARCC Events

Check out the events schedule and call one of the Directors if you have any questions. The restoration shop tour will take place at a location near Port Hope. That's a bit of a drive, but in return you'll get a chance to view a very rare Alfa in the last stages of restoration.

A list of Ottawa club events is being put together and should be available for the next Update.

Toronto Chapter -- Preliminary schedule

Date	Time	Event
April 2	7:00 pm	AGM – MiniGrid
April 19	TBD	Tech Session
May 1	7:00 pm	Cruise Night
May 4	TBD	Sunday Drive
May 24	9:30 am	Restoration shop tour
June 5	7:00 pm	Cruise Night
June 8	TBD	Sunday Drive
June 18-22		AROC Convention
June 22	TBD	Vintage Festival
July 3	7:00 pm	Cruise Night
July 6	TBD	Sunday Drive
July 13	TBD	Wine Tour
August 7	7:00 pm	Cruise Night
August 10	TBD	Simcoe Tour
August 17	TBD	Picnic, BBQ
September 4	7:00 pm	Cruise Night
September 7	TBD	Sunday Drive
September 21	TBD	Ferrari Club rally
October 2	TBD	Cruise Night
October 5	TBD	Fall Tour
November 6	TBD	Coffee Night
December 6	TBD	Holiday Dinner
February 28	TBD	Directors' Meeting

Watch for e-mail notices regarding the specifics of each event.



Alfa Romeo Club of Canada

National Executive

Read Collacott	President	(613) 489-3192
Harry Hamilton	Western VP	(403) 463-2235
Tony Adams	Eastern VP	(416) 222-2406
Jack Thompson	Past President	(780) 481-1708
George Beston	Treasurer	(905) 372-3552
Christine Pickering	Secretary	(416) 498-6553
	Messages	(416) 499-7129
	Fax	(416) 499-4517

Regional Contacts

Don Best	Vancouver	(604) 939-5056
Bob Merchant	Calgary	(403) 244-9150
Chesley Wells	Edmonton	(403) 963-9199
Anthony Tersigni	Toronto	(905) 918-0457
Jack Livingstone	Ottawa	(613) 232-6335
Yves Boulanger	Montréal	(450) 692-7478

ARCC Update

Editor:	George Beston
Telephone:	(905) 372-3552
E-Mail:	gbeston@eagle.ca

ARCC On-Line

Our Website:	http://www.alfaclub.ca
Webmaster:	Adam Di Carlo
E-Mail:	dicarlo_adam@hotmail.com