



ARCC UPDATE

May 2008

Alfa News

by George Beston, Cobourg

Fiat continues to pursue the prospect of North American production for Alfa Romeo. The most startling of the many reports that I am aware of is the Globe and Mail article published on April 24 indicating that there were even discussions going on about production in Canada! The Globe article said that "sources" had stated that the Ontario Government had held meetings with officials from Fiat Group, and was aggressively selling Ontario as a manufacturing location. The report went on to say that a Fiat spokesman would neither confirm nor deny the reports.

A subsequent Reuters press release stated that Ontario's Premier Dalton McGuinty is planning to visit Torino on May 21 to meet with Fiat and make the case for production in Ontario.

Given the state of the industry in North America, there will be intense competition for any new production. Also, some of the latest reports state that Fiat is seriously considering Mexico as a manufacturing location with the idea that both North and South American markets could be supplied from a plant in that country.

All we can do is wait and see.

Toronto Chapter Events

by George Beston, Cobourg

April Tech Session

Our Tech session on April 19 was well attended, with about 25 members there. We were hosted by Pino Chiaravalloti and Marco who made us feel at home.

A number of questions were submitted in advance to identify areas of interest. With a particular focus on the Spiders in the shop, we received an excellent review of the routine and wear-and-tear maintenance needs of Alfas we use on the street. We were reminded to keep a watch on the overall health of our engines by doing compression and leakdown tests on a routine basis.

Pino gave us some excellent tips regarding gaskets, o-rings, materials and techniques used in engine rebuilding, and there was a bare short block from a two litre engine on a stand for us to refer to.



Pino also provided a thorough review of the SPICA fuel injection system, including how it operates, what the various control mechanisms are, and how to troubleshoot minor problems.

It was a real treat to listen to someone with Pino's knowledge and experience address the issues we deal with as Alfa owners. Listening to experts can be a bit overwhelming at times, but in this situation Pino explained things well without swamping us with more than we could take in.

The session ended with a pizza lunch to top off all the new learning we had to digest.

May Cruise Night

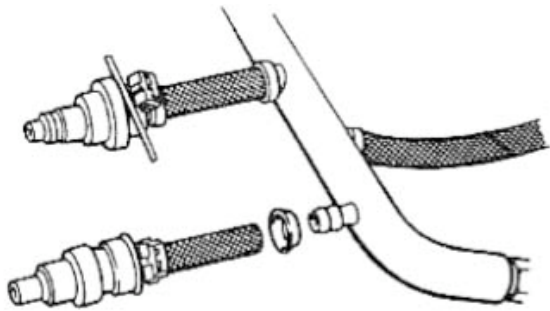
Cold, blustery weather resulted in a very low turnout at the May cruise night. There were only about 15 hardy individuals who made the effort, and among those, six got there in Alfas. Even with the small turnout, there were a couple of GT Juniors there that I hadn't seen before, a very nice local car originally purchased at Robert Motors in the west end, and another solid example showing 1975 Monaco registry in the front license plate position. In the end this turned out to be a coffee night at La Paloma, because it was warm in there!

S3 Spider Fuel Injector PM

by Elio Comello, Camlachie , Ontario

Part II

I was very optimistic and expecting good results from the ultrasonic solvent cleaning of my Bosch injectors. The previous article covered the outfit; Cruzin Performance, that I chose to do the work and tips on getting the injectors and fuel rail out. It is now mid May, the injectors have been road tested for one tank of gasoline. Here is a tip for getting the hose length right.



When I removed the injectors and the fuel rail, I laid a piece of bare #14 copper wire from end to end in order to make an accurate “dimensional gauge” for the fuel rail to injector fuel hose. I did the same for the fuel rail to the CSI (cold start injector). This is a cool way to get not only an accurate dimension, but it then acts as a template for cutting the fuel hose. Remember the old saying “measure twice, cut once!”? I found the copper wire especially useful to get an accurate dimension of the longer, curved (and hardened after 21 years) hose from the fuel rail to the CSI. I simply bent the bare copper along the old hose surface contour and cut it to length with side cutters. When I straightened the copper wire out it gave me the gauge for cutting an accurate length of the new fuel hose.

EFI Conversion

by George Beston, Cobourg

Like many other projects I've undertaken, this project has ended up being broader in scope than I ever thought it would be when I started contemplating it. The overall program requires some ancillary projects to make it happen. These include electrical system upgrades, a new fuel supply and return system and an alternate air cleaner system.

Given the results obtained from using intake runners in the dynamometer work written up in the December '07 Update, I want to allow for the future

use of intake runners inside the volume now occupied by the carburetor plenum and the air filter canister. This means a different intake air filter system must be installed.

In addition to the objective of leaving room for runners, the project must also provide clean air from a source outside the engine compartment to avoid engine heat.

My solution was to purchase the Apollo cold air intake system from K&N, and figure out a way to install it in my spider. The Apollo kit comes with a large capacity shrouded conical air filter, and some useful hoses and adaptors to facilitate hooking it up.



It took a lot of head scratching, but what I came up with was a location under the front valance in the area of the passenger side head light and ahead of the front wheel well. There is actually a generous amount of room in this area of the spider's body, but unfortunately, there are a number of braces and bumper mounts that cut through this space without regard for my needs.

I was finally able to locate a spot for the filter, and then fabricate brackets from steel and aluminum bar to hold it in place. The new filter points diagonally towards the back of the car. The flexible conduit provided in the Apollo kit runs off the discharge end of the filter, between the radiator and inner body structure, and then directly to the factory air cleaner via a 2" ABS plumbing elbow.

The first photo on the next page shows the view from the wheel well with the splash shield removed, looking towards the front of the car.



This is the view from the front of the car with bumpers removed. The corrugated tube curves towards the engine compartment and goes above the horn and between the radiator and inner fender...



Finally, it emerges into the engine compartment and feeds the gutted air filter canister.



With bumpers re-installed, the K&N filter installation is not easily observed, even if you know it's there. The camera's flash made the head of a bracket mounting bolt visible. Without the flash nothing of the air cleaner installation can be seen.



The first outing of the season indicated that the new air filter installation works well. It makes very little extra noise. There is a slightly more induction noise in the form of the growly warble typical of carbureted Alfas, but only at low rpm with a substantial throttle opening. Under other conditions, there is no induction noise at all.

Engine performance feels excellent, and subjectively it's better than before. I started thinking that a comparison of the factory and K&N filter systems should be put on the schedule of my next dynamometer day in order to get some objective measure of performance. It's a little frustrating to feel like I've just done something that helped performance, but have nothing other than the "butt dyno" measurement to confirm it. I'm often reminded that without data, I'm just another guy with an opinion.

After contemplating this situation for a few weeks, I have decided that it provides the perfect excuse for me to buy some instrumentation. So, when I finally do get my G-Tech Pro SS, there will be a back to back comparison of the stock and K&N Apollo air filter systems to see if there is any measurable difference in power output. The G-Tech Pro is much less expensive than a day on the dyno, and will be readily available any time I feel like using it.

Finally, one of the few instructions that comes with the K&N system is to be prepared for the engine to run a bit lean with its new free-breathing intake system. In addition, some direction is provided regarding possible jet size changes. To check this out, I did a test drive with an exhaust gas analyzer hooked up. Air to fuel ratios varied from 15.5:1 under light load at moderately high rpm to less than 11:1 during wide open throttle runs. In short, there is apparently no need to deviate from the factory jetting in this case.

Upcoming ARCC Events

Alfa Romeo Club of Edmonton

Date	Time	Event
May 30	6 pm	Go Karting
June 7	12 noon	Spring Road Trip
June 13	6 pm	Eurasia Show & Drive
TBD	TBD	Solstice Rally
TBD	TBD	BC Run

Ottawa Chapter

Date	Time	Event
May 25	10 am	Drive to Oxford Mills
June 8	12 noon	Canadian Grand Prix viewing - Tifosi Lounge
June 18-22		AROC Convention
July 15	TBA	Movie Night
July 19	10:30am	Drive / Cottage BBQ
August 7	7:00 pm	Pub Night
August 24	TBA	Zig-Zag Tour
Sept 24	TBD	Drive to Wakefield
October 25	7:30 pm	Pot Luck Dinner

Toronto Chapter

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.



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ARCC Update

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