



ARCC UPDATE

August 2009

Toronto Chapter Wine Tour

by George Beston, Cobourg

Our wine tour took place on July 19 and we were fortunate to be blessed with a reasonably good day for it. We met at the Museum of Steam and Technology in Hamilton. This is a historic spot for Hamilton; the site of a pump house that was built in the 1800's to supply drinking water to the city. The former boiler room has been converted to a museum which contains one of the many boilers and displays covering the history of the pump house. The steam engine's pumps have been restored to demonstrate the impressive engineering of the era. They don't run under steam power, but for demonstration purposes the pieces move as they once did under the influence of some discreet electric motors. Both the pumps and the steam engines are massive, and the levers that operate the pumps are cast iron pieces 38 feet in length. This dimension was chosen because it was the longest piece that they could get cast at that time due to space limitations in the chosen foundry.



At the Pump House Museum. Photo by George Beston.

In the grounds north of the museum, a group of rail enthusiasts has set up some miniature tracks to run very authentic-looking scale model steam-driven locomotives and trains. I must admit the slight

aroma of coal burning evoked childhood memories of visiting the Keele Street roundhouse, something I hadn't had the occasion to think about for a very long time!

After touring the pump house and grounds, we proceeded to tour wine country, mostly on Ridge Road from Stoney Creek towards Beamsville. Our lunch destination was East Dell winery, and we all enjoyed an excellent buffet brunch. Our seating offered a spectacular view from the escarpment, overlooking vineyards and orchards between us and Lake Ontario. The Toronto skyline was clearly visible in the distance.



Photo by Craig Workman.

After perusing the offerings at East Dell's store, we proceeded a few hundred metres down the road for a tour of the vineyards at Thirty Bench winery, and an organized wine tasting session. Ontario's new legislation allowing roadside suspensions for being at half the legal limit of blood alcohol content didn't take the fun out of this exercise, but moderation was certainly the order of the day. After another wine shopping session we headed for Jordan and enjoyed the most spectacular driving of our day on roads chosen by Deni Bellai.

Jordan has come a long way in the last few years, and now has a well developed upscale shopping area including one of the better native art galleries I've seen in the province. After a leisurely tour of Jordan's downtown area, we parted company and drove home our separate ways.

Question Answered!



Photo by Craig Workman. His car too!

This plate answers the most usual question for us!

Toronto August Cruise Night by George Beston, Cobourg

Toronto Chapter's cruise nights started 5 or 6 years ago. After going it alone for a few years, we decided to join what has become a weekly gathering at a mall location in Woodbridge on the first Thursday of the month. This can be hit-or-miss depending on the weather, but there is always a good contingent of Alfas present as well as many other interesting and almost entirely Italian cars to look over.



Photo by George Beston.

The August date this year was one of the best of these gatherings I've ever attended. Yes, there were many Alfas there, but there was also a vast range of Italian cars from the exotic Lamborghinis, Maseratis and Ferraris to the cheap but cheerful – and very endearing – Fiat 500s. Numerous Italian motorcycles were also present including a very interesting vintage Moto Guzzi.

One gentleman attended with a street driven tube-frame Fiat 500 drag racer, done in a sort of "rat-rod" style with indifferently applied low-lustre

black paint. It sported tiny narrow front tires and substantial but small diameter drag slicks on the back so it really looked the part. To back up the looks with some performance, it was equipped with a Honda S2000 engine and transmission!



Adam di Carlo's GTV. Photo by George Beston.

Attendance at this cruise night was high, and a festive atmosphere was palpable. It was very much a family oriented occasion. La Paloma, the nearby gelateria which is usually reasonably busy was overflowing with customers and the event carried on well into the evening hours.

Letting My Spider Breathe by Elio Comello, Camlachie

I remember the beautifully cast 2 piece exhaust manifolds of my 1971 Spider. Sadly, after 1974, Alfa engineers had to play "funny bunny" with cars destined for our emission-obsessed market. Not satisfied with making Alfa retire carbs in favour of Spica mechanical FI, air injection pumps, exhaust gas recirculation and catalytic converters began to accompany a new very restrictive one piece manifold and down pipe.



One piece manifold. Photo by Elio Comello.

Yes Alfisti, from 1974 to 1989 the one piece exhaust manifold and convoluted downpipe was designed to restrict the exhaust and afford a platform to mount the "ad hoc" emission equipment. In fact at one

point, the one piece manifold configuration even had a single exhaust port (1978?)!

Even with the advent of the Bosch L-Jet Spiders (1982-1989), where air injection and exhaust gas recirculation were not employed, the one piece exhaust manifold persisted, probably due to cost of redesign and EPA certification pressures. To Alfa's credit, with the move to Bosch Motronic, single ECU engine and FI management with the S3b in 1990 and the S4 1991-1994 Spiders the two piece cast exhaust manifold reappeared. Hooray! The 1990-on Spider breathes again!

Now my fine 1987 Quad (Ms. Martellina P.) is a lovely car, and the AFM and air box are capable of delivering effective fuel/air input, but that one piece exhaust manifold, downpipe and old style CAT are known restrictive elements as Alfa itself admitted by moving back to the two piece manifold for the last 5 years of Spider production.

To "free" the exhaust of 1974 to 1989 Spiders and let the twin-cam exhale, one had the option of "headers", but cost, a difficult fit, increased engine bay heat and noise are major impediments. Of course, one could adopt a pair of pre-1974 two piece manifolds, but that would involve custom downpipes, mounting arrangements, CAT placement and oxygen sensor "bung".

My solution was to locate a set of exhaust manifolds from a 1990-1994 Spider. I also got the matching downpipe section complete with mount and oxygen sensor port. The failed OE CAT was cut out and a Performance Magnaflow #94004 (2" in/out) was chosen as a replacement, because it was close to the original cat in physical size and internal volume. Volume at this location is important as it facilitates the "scavenging effect" of the 1-4 and 2-3 exhaust manifold branches.



1990-1994 manifolds. Photo by Elio Comello.

The 1990-1994 manifolds are direct bolt on replacements (as are the pre-1974's). They are different than the pre-1974 manifolds, being slightly larger in id, and having slight dimension

and angular differences. They will not align to stock pre-1974 down pipes. The 1990-ons are a bit beefier, with reinforcements in the casting to help address cracks common at the #4 leg. If the two rubber bushings of the downpipe support at the transmission are good, you use 8x1.0 brass nuts at the head studs and there is no line-up stress; the intricate cast Alfa exhaust manifolds will not crack. (It should be noted that OE manifolds are far better castings than the after market copies, now appearing from suppliers.)



Martellina's old system (bottom) and new system without its converter. Photo by Elio Comello.

Results? I'm a happy camper! After fitting the post-1990 manifold, its 1.75" downpipes and Magnaflow cat, I had to reset my idle as it went up 400rpm. My twin-cam positively loves its new lungs, rewarding me with very noticeably improved midrange torque and more power across the band. Martellina keeps telling me she would love to have a sixth gear or at least a longer first!

I run a straight rear exhaust "Stinger" and my only muffler is a 2" Cherry Bomb glass pack. The new manifold has not resulted in objectionable exhaust noise and is quite quiet at cruising speeds. Martellina's "song" got good reviews from the participating Alfisti at the July 5 Sunday drive to Creemore.

Now that I have close to 1,000 km on the new exhaust setup, I can also report an improvement in fuel economy as well (in the order of 3-4 mpg hwy). I love the manifold's OE look in the engine bay and I believe I have less heat build-up, as the manifolds sit down, farther from the head, toward the bottom air flow stream.

If I had to do it all over, I would not hesitate ... however, I would have the manifolds ceramic coated. If I couldn't find post-1990 manifolds, I'd do it with a pair of pre-1974's.

Upcoming ARCC Events

Alfa Romeo Club of Edmonton

Date	Time	Event
June 10	TBD	Wetaskawin
June 27	TBD	Porsche meet
July 14-19	TBD	AROC Convention
August 10	TBD	Rock'n August
August 29	TBD	Concours
September 21	TBD	Fall Colours Run
November	TBD	Italian Dinner
Dec. 13	TBD	Tree Hunt

Ottawa Chapter

Date	Time	Event
June 8	7 pm	Pub Night – Pub Italia
June 20	9:30 am	Italian Week parade
June 25	7 pm	Tech Session
July 1	10 am	Italian Car Show
July 14-19	TBD	AROC Convention
July TBD	TBD	Summer BBQ event
Aug.10	7 pm	Pub Night – The Swan
Aug.15 or 16	TBD	Beau's Brewery
September 13	TBD	Drive to Calabogie
September 19-20	TBD	Drive to Algonquin
October 17	TBD	Italian Car Christening Party
November 7	7:30 pm	28 th Annual Pot Luck

Toronto Chapter

Date	Time	Event
May 10	TBD	Sunday Drive
May 30	10:30 am	Restoration Shop Tour Legendary Motor Cars
June 4	7 pm	Cruise Night La Paloma
June 21	TBD	Vintage Festival/Drive
July 2	7 pm	Cruise Night La Paloma
July 5	TBD	Sunday Drive
July 14-19	TBD	AROC Convention
July 19	TBD	Summer Wine Tour
August 6	7 pm	Cruise Night La Paloma
August 9	TBD	Sunday Drive
August 16	TBD	Picnic, BBQ
September 3	7 pm	Cruise Night La Paloma
September 20	TBD	Fall Tour
October 1	TBD	Cruise Night La Paloma
October 4	TBD	Europa Rally
November 4	TBD	Director's Meeting & Pub Night
December 5	TBD	Holiday Dinner Marino's Restaurant
Feb 27, 2010	9:30 am	Directors Meeting

Calgary Alfa Marque Society

Date	Time	Event
May 2	TBD	Drive to Nanton RCAF Museum Tour
May TBD	TBD	Garage Tour
June 6	TBD	3 Hills car show
June 27	TBD	Drive to Gleichen Blackfoot Museum Tour
July 11	TBD	Stampede Breakfast & Alfa Car Show TBC
July 14-19	TBD	AROC Convention
July 18	TBD	European Car Show, Stanley Park
July 25	TBD	Drive to Canmore via Hwy 1A
August 1	8:30am	Local meet & coffee
August 22	TBD	Drive to Chain Lakes & Picnic
September 10	7 pm	Parking lot meeting
September 26	TBD	High River Car Show

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
Mark Willis	Calgary	(403) 668-0379
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