



# ARCC UPDATE

October 2008

## *Alfa News*

by George Beston, Cobourg

After about two months of silence regarding Alfa Romeo and possible plans to come back to North America, Fiat CEO Sergio Marchionne, speaking at the Paris Auto Show, has been quoted as declaring that Alfa will be back in North America in 2010. Given the situation in the financial markets at this time, it's getting harder and harder to believe that anything will happen soon.

## *Toronto Chapter Pinarello Picnic*

by George Beston, Cobourg

This year, our summer picnic was held on the grounds of the Kleinberg Inn in Vaughan. For those of us who could gather in the morning for breakfast, a 9 am drive was organized to go cross country about 30 kilometres to see the "Badlands of Ontario".



After lunch – either a bring our own picnic, a pub-style lunch at the Salty Dawg pub or a more elegant lunch at the Inn – we gathered on the grounds of the Inn for an afternoon of visiting, admiring cars and swapping stories.



Thanks to Anthony Tersigni and Pino Chiaravalloti for organizing this event.

## *Adam DiCarlo at the Targa Newfoundland*

by George Beston, Cobourg

Adam has written about his experiences in this year's Targa Newfoundland with navigator Jeff Hanning and has put a link to his blog-style reports on the home page of our club's web site, [www.alfaclub.ca](http://www.alfaclub.ca).

Everyone I've talked to in the Club about Targa participation is really proud that Adam and Jeff drove all the way there, then competed in and finished the event in Adam's 1970 1750 GTV. Check out the web site for his write-ups and links to some video clips from the event.

Well done, Adam. That's a fine way to celebrate a certain milestone!



## *Toronto Chapter Wine Tour*

by George Beston, Cobourg

For the second year running, Prince Edward County was chosen as the destination for our Wine Tour. This part of the province was discovered anew by wine makers about twenty years ago. Things started slowly at first, but now there seem to be wineries sprouting up all over "The County". To date there are about 30 wineries across P.E.C. Nobody is suggesting that it will rival the Niagara area for wine production any time soon, but there certainly still is a lot more land available for future wine production.

Our rendezvous was at a Tim Horton's in Bowmanville, and Gord Zimmerman led us on an interesting cross country drive through the scenic countryside in Durham, Northumberland and Prince Edward counties.



*1750s at Chadsey Winery.*

We took breaks for another rendezvous in Cobourg, a California Duster exercise after an unexpectedly dusty road north of Brighton, and a wait for a sailboat to pass by the swing bridge across the Murray Canal near Carrying Place. Finally, in Prince Edward County we headed for the Chadsey Winery located just north of Wellington. We sampled the Baco Noir and Chardonnay offerings.

With our first purchases of the day unopened and in the trunk, we headed for Wellington for lunch at Integration Fine Dining on the main street. This restaurant is well worth a visit for its varied menu and reasonable prices.

Our after-lunch destination was Closson Chase Winery. We enjoyed sampling the Chardonnay and Pinot Noir, this winery's specialties.

The tasting room of this winery is a picturesque and renovated 130 year old barn which is also a gallery for local artists. We lingered a while to enjoy the art and stroll around the well-tended gardens.



Suitably refreshed, we headed for the Toronto area with a quick coffee break at Trenton.

One Alfa that showed up at this event was a familiar looking 105.48 1750 Berlina in Burgundy with a tan interior. It was a little prettier and quieter than the last time I saw it, but it still has that serious hunkered-down stance. Sure enough it



was the ex-Ron Thiel Berlina, which has passed through a couple of other owners' hands, but is now Anthony Tersigni's "Family Alfa". Lina and baby Sophia were enjoying the four door convenience of the Berlina.

## Calgary Alfa Marque Society

by George Beston, Cobourg

Mark Willis has put forward a significant effort to activate the club in Calgary. So far, there are about 28 members in the revived club. The Calgary club has been very active and vital in years gone by, and put themselves through organizing a very successful national meeting – Alfa Rodeo – back in the eighties.

Here's a picture of the participants and their cars at a recent Saturday drive.



I look forward to more news of Alfa club activities in the Calgary area.

## Tech Topics – Alfetta Engine Setup

by George Beston, Cobourg

In the June issue of the Update, I wrote an overview of the long term ownership of my Alfetta Berlina, and I promised to follow up with reports on some specific aspects of the long-term experience.

This segment will focus on engine tuning.

As delivered, Alfettas were set up to meet then-current emission regulations, and this had a significant negative effect on their power output and drivability compared to previous Alfas. Actually, most other cars suffered a similar fate in the mid seventies. As I understand it, in those days Corvettes were being sold in California with no more than 150 hp available from their 350 cid V8s.

The basic thinking at the time was to control oxides of nitrogen emissions by running a cooler-burning

rich mixture, and by using retarded timing at idle, mild cams and a restrictive exhaust manifold. The resultant issues with unburned hydrocarbon emissions were dealt with by injecting air into the exhaust manifold to oxidize them to carbon dioxide. For the Alfas of the day, this result was anaemic performance, and when pushed hard, glowing exhaust manifolds, and even visible sparks from burning exhaust components coming out the tail pipe!

The immediate problems were usually dealt with by leaning out the mixture at the Spica fuel injection pump and disconnecting and even discarding the air pump. In fact those changes had been made to my car by the time I purchased it. Over the years, I have made a number of changes to the original equipment setup. Here's a list:

**Exhaust system:** Cast iron European headers and the matching exhaust front section replaced the original manifold and down pipe.

**Camshafts:** 105.48 cams were installed in place of the originals. Cam timing was worked out on Dynomation simulator software, and is now set at lobe centres of 123° ATDC for the intake cam and 103° BTDC for the exhaust cam.

**Ignition:** A Marelliplex ignition system was installed with softer springs replacing the originals in the advance mechanism for a more aggressive advance curve. These springs were taken from a tuning kit for AC/Delco distributors. Static timing is now about 12° BTDC at idle and 36° BTDC at full advance. My current spark plug choice is NGK BPR6EIX which comes with an iridium centre electrode.

**Fuel System:** A Euro-style intake manifold and Delloroto carburetors have replaced the original Spica system. Steps have been taken to ensure cold air delivery from the front fascia to the air cleaner inlet.

**Results:** This setup works very well. Well enough that I heartily recommend it. The engine delivers good torque across the rev range, and pulls strongly to 6,000 rpm. It feels like it could comfortably use another gear or a somewhat taller axle ratio for highway cruising. The carburetor conversion was done to eliminate some minor aggravations I had with the Spica system such as popping backfires under deceleration and 3 cylinder starts when hot. The penalty for the conversion is about 4 mpg on the highway from an optimized Spica setting. If I had it to do over again, I would have more patience with the Spica system.

## 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
June 21		Solstice Rally
September 7	1:30 pm	Concours / BBQ
September 9	7:30 pm	Meeting – Royal Pizza
September 27	11 am	Fall Colours Road Trip
October 25	8 pm	Italian Dinner
November	TBD	Meeting at Santos

### 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
September 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	TZ Restoration 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 18-20	TBD	Shell Historic Races, Mont Tremblant
July 19	1:00 pm	BBQ, Ottawa
August 7	7:00 pm	Cruise Night
August 17	TBD	Picnic, BBQ
September 4	7:00 pm	Cruise Night
September 14	TBD	Sunday Drive
September 21	TBD	Wine Tour
September 28	TBD	Club Rally
October 2	TBD	Cruise Night
October 5	TBD	Fall Tour
November 6	7:00 pm	Pub Night
December 6	TBD	Holiday Dinner
February 28	10:00 am	Directors' Meeting



Ken's Garage Makeover. Photo by Ken Lee.

## 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:	<a href="mailto:gbeston@eagle.ca">gbeston@eagle.ca</a>

### ARCC On-Line

Our Website:	<a href="http://www.alfaclub.ca">http://www.alfaclub.ca</a>
Webmaster:	Adam Di Carlo
E-Mail:	<a href="mailto:dicarlo_adam@hotmail.com">dicarlo_adam@hotmail.com</a>