



ARCC UPDATE

December 2008

2008 Europa Rally

by Brad Golden, Toronto

It is unlikely the summer of 2008 will be remembered as one that provided us with a lot of "seat time" in our rolling Italian antiques. So, it was with resignation that, heading up Trafalgar Road to the starting point of the Alfa Club / Ferrari Club 2008 Europa Rally, I practised the move that had become so familiar from the driver's seat this summer: come to a stop, reach back and pull the convertible top closed. So, with wipers on, I made a mental note to treat with disdain any Alfa sellers who make the claim "it's never seen rain".

Upon arriving at the rally starting point, I was pleased to see a rapidly growing collection of fine Italian stallions. Approximately twenty-five Ferraris, seven Alfas and their respective drivers and navigators had disregarded the early morning dampness and decided to participate in this first combined club rally.



Photo by Graham Prentice

As the 4, 6, 8 and 12 cylinder, mostly red, beauties assembled, the skies turned blue from grey and, what seemed like a day for tops up, transformed into a fantastic day for an open top country drive, either enhanced or compromised by an accounting of hooves which was the theme of the 2008 event.

Upon receiving their time-stamped driving instructions, drivers and navigators departed on an interesting drive and hunt for clues along a route that wound up, down and along the Niagara Escarpment, ending at the check in point at a

restaurant in Waterloo where the field of competing cars accumulated.

As the turnout was so successful, participants waited for the tally of the rally as they dined on a specially designed menu of Italian fare as the judges navigated through the, at times humorous, responses to the rally questions. After time penalties were assessed for those who completed the route too quickly or too slowly relative to an allowed time, an award ceremony commenced. The results for the Alfa Club's participants were as follows:

- 1st Place went to Deni Bellai (driver) and Eileen Bellai (navigator) in their 1975 Spider Veloce.
- 2nd Place went to George Beston (driver) and Tony Adams (navigator) in George's 1970 Spider Junior.
- 3rd Place was a tie between John Romeo (driver) and Domenic Guerra (navigator) in John's 1983 GTV6 and Campbell Bryson (driver) and Lucas Scarfone (navigator) in Campbell's 1971 Alpine Renault A110 1600S.

From all accounts post rally, the event was a great success with much interest and anticipation for another combined event in 2009. Next year's event is currently scheduled for Sunday, October 4th so mark your calendars and get ready for a burgeoning rivalry between our two car clubs that pits horsepower against street smarts while providing a fun day and challenging drive in our beloved Italian steeds.

Editor's note:

Brad put a lot of work into organizing ARCC participation in this rally, and got together some really nice trophies and prizes for the Alfa contingent. Make a mental note to participate in this event next year. Well done, Brad!

Routine Maintenance?

by Elio Comello, Camlachie, Ontario

In August of 2004, I bought and drove home from North Carolina an excellent 1987 Quad Spider with 73,000 miles on it. It was accurately described by the seller as an excellent runner with no rust, original paint, new exhaust, new brake system including pads, rotors, master cylinder and booster, new clutch master and slave hoses, new top and tires.

It has now gone 86,000 miles. The work I've done is in the following list. It gives a perspective to buyers of Alfa Romeos of what is required to "sort out" a 20 year old vehicle. You should note that nothing "major" is in the list, just stuff you can expect to replace at this age and mileage. If the previous owner has not replaced it, chances are you will have to. Prospective Alfisti, study this list, and then you'll know why used Alfas are so "cheap"!

1. Remove and reinstall one rear directional tire (wrong direction) balance 3 tires.
2. Replace broken trunk release cable.
3. "Krown" rustproof/oil spray undercarriage.
4. Replace gas tank overflow fuel filler boot. Reinstall/fix, gas cap rubber trim/seal.
5. Re-bond driver side vent window latch.
6. Restore dry seat leather cracks (passenger seat).
7. Redo passenger door panel, vinyl stapling, replace incorrect/missing plastic clips.
8. Replace broken nylon hood arm support clip. Swapped driver and passenger seat bottoms.
9. Replace one seat skin panel section, driver seat (perforated).
10. Renew seat foam padding.
11. Replace missing nuts on driver side engine mount and exhaust manifold.
12. Replace w/w reservoir bottle cover.
13. Replace front speakers.
14. Install new leather shift boot.
15. Replace instrument dimmer module.
16. Replace 3rd stop light holder & missing access cover.
17. Install front licence plate brackets.
18. Change transmission and differential lube.
19. Grease drive shaft slip yoke.
20. Repair rear parcel shelf deck (water damage).
21. Correct installation of rear speakers.
22. Remove windshield, reinstall & reseal with new gasket to cure water leak.
23. Replace driver and passenger door weather stripping.
24. Replace rubber door stop/guides.
25. Replace windshield washer supply tubing and spray nozzles.
26. Connect windshield washer pump.
27. Replace transmission lube with Red Line synthetic to address poor synchromesh performance 2nd gear.
28. Replace front turn signal lenses; install correct clear and amber nylon screws.
29. Replace rear license plate 4 light assembly mounting frame, clean lights.
30. Replace Oxygen sensor (Bosch #15735).
31. Replace lower ball joints.
32. Replace motor mounts.
33. Replace OE 55A alternator with reman. 65A alternator.
34. Upgrade output (red wire) with parallel #10 wire.
35. Replace ignition wires with correct Bosch silicone wires.
36. Install new NGK BP7ES plugs.
37. Replace thermostat.
38. Replace radiator with a "good used" radiator (see recore below).
39. Replace missing fan shroud nuts.
40. Replace lower and upper radiator hoses.
41. Refit glove compartment door, service latch.
42. Install battery disconnect.
43. Remove factory hammer in nose cavity (source of clunking noise found!).
44. Replace differential oil pan gasket, tighten casing bolts to correct leaks.
45. Replace oil pressure switch (oil leak source).
46. Cold re-torque of head.
47. Compression test all cylinders 165+ (tight engine!).
48. Lower idle speed to 900-1000rpm.
49. Replace OE shocks with SACHS gas shocks.
50. Adjust valve clearance and timing chain tension.
51. New valve cover gasket & half moon seals.
52. Replace rear wheel bearings and axle oil seals.
53. Replace front wheel bearings & grease seals.
54. Recore "good used" radiator (3 row core).
55. Replace manifold pressure sensor.
56. Replace transmission support bushing (was incorrectly installed; 90 degrees out).
57. Replace GIUBO (flex joint).
58. Install improved main ground strap (transmission case to body).
59. Upgrade headlights to Hella H2 halogens (new headlight bucket screws).
60. Injectors solvent/ultrasonic serviced; new seals, pintle caps, inlet screens, rail fuel lines.

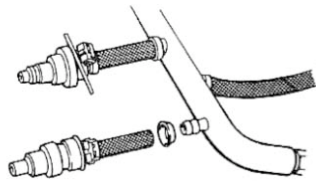
EFI Conversion – Throttle Body Progress

by George Beston, Cobourg

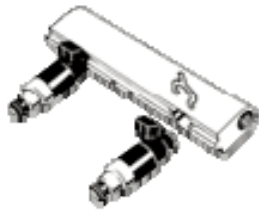
In the March Update this year I published an article on the fabrication of a set of throttle bodies as part of a project to do a carburetor to electronic fuel injection conversion on my spider. In that article I indicated that I would follow up with some details on fuel rail fabrication and adapting a throttle position sensor to the throttle bodies.

Fuel Rail Fabrication

The purpose of the fuel rail is to provide a path for gasoline to be delivered to the injectors. In production vehicles the rail is often made of tubing bent to fit the space available with fittings for the injector hose welded on. In the case of our beloved Alfas, the factory has used hose barbs off the rail, and the rail connects to the injector with a short length of hose that is held at both ends with crimped-on fittings.



Aftermarket rails tend to be stock aluminum extrusions, which are machined at the desired spot to fit over the tops of the injectors as they are located in the intake manifold.



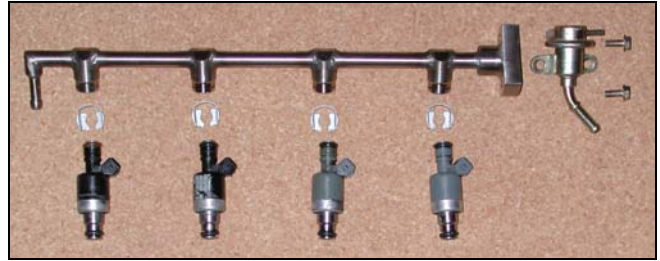
The option I chose is one made possible by hardware provided by MSD. The key piece in the MSD system is a "Fuel Delivery Top Mount". It allows the use of 0.50" tubing as the fuel rail itself. Also shown here are the clips which hold the injectors in place against the fuel pressure in the rail.



The top mounts were located on the tubing by inserting the injectors into the throttle bodies, installing the top mounts on the injectors, and then running a length of tubing through the top mount openings. The mounts were then tack welded to the tubing. After separating the rail from the injectors, final welding was completed and openings were drilled through the tube from the injector side of the mount.

Finally, two fittings were added to the ends rail, an elbow and fuel hose barb at the front, and an

adapter for a fuel pressure regulator at the back. Here's the completed rail and accompanying parts:



Throttle Position Sensor Adaptor

Two components were fabricated to make this adaptor. At the approximate centre of this picture there is a throttle shaft bushing replacement with an offset key machined into it. This engages the clockwise-opening TPS unit. The adaptor, made from aluminum plate, bolts into holes drilled and tapped into the throttle body assembly.



Here's the TPS unit attached to the throttle bodies, along with the now homeless original bushing:



The saga continues. There are two remaining tasks on these throttle bodies, the addition of vacuum ports (in addition to the existing idle air ports) in order to facilitate a manifold absolute pressure (MAP) signal and the addition of a throttle return spring for obvious safety reasons.

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



Europa Rally Trophy, 1/43rd scale Tipo 33 included!

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ARCC Update

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