



# ARCC UPDATE

May 2009

## Toronto Chapter Tech Session

by George Beston, Cobourg

On April 18 about 25 Toronto Chapter members gathered at Pinarello Motori for a tech session which has become a regular event in our early season in the last few years. Blessed as we were with superb weather we gathered out back behind the shop to admire the fine Alfas that showed up and to catch up on happenings during our all-too-long off season. Before the tech session began we also had a great opportunity to look over the work in progress inside the shop. As usual, I was impressed with the high standard of organisation and cleanliness, much unlike my workshop at home.



Pino talked to us, entertained questions and lead discussion on a wide range of topics regarding servicing and repairing Alfas. These included servicing recommendations, troubleshooting advice and information on various carburetors and fuel injection systems, particularly SPICA mechanical fuel injection. Later on someone asked about abnormally low oil pressure and that sparked a discussion on the aluminum crankshaft plugs which have been known to drop out on occasion, and how to replace them at minimum risk.

During the discussion of crankshaft plugs, Pino brought out a crankshaft from a customer's engine which was just ready for assembly. This crankshaft

was fresh from a machine shop and wrapped in plastic to keep any dust off. My wife thinks I'm crazy, but I find the sight of such rarely seen pieces clean and ready to use quite fascinating, almost stirring. I suppose it comes from years of being a wannabe mechanic, but only rarely getting my hands on the internal workings of an engine.

Jim Hyatt of the Ferrari Club was there and besides taking a group picture for us, he also invited any Alfa Club member to participate in the Ferrari Club's charitable run on June 7.

We ordered in pizza for lunch and some of us stayed into the afternoon to talk about our favourite cars.

Thanks to Pino and Marco for entertaining us so well. As I was leaving, I told Pino that I could listen to him all day, any day, as long as he could stand to keep talking.

## Toronto May Cruise Night

by George Beston, Cobourg

May 7 suffered from threatening weather. Even though the weather was clear in the evening, the turnout at our May cruise night was modest. There were still lots of Alfas and other Italian vehicles present and many people to talk to. I think we're all looking forward to warmer weather for our next few cruise nights. I can vouch for the fact that the food, ice cream and coffee from the nearby merchants were as good as ever.

## BAT 11 in Buffalo

by Dave Creer, Richmond Hill

Having missed seeing the early BAT cars when they were at Meadowbrook, I decided to go to Buffalo on April 25th, 2009 to see the BAT 11dk (Berlinetta Aerodinamica Tecnica -Debbie Kaberle). It was being shown at the Pierce-Arrow Museum, which was also on my list of places to visit. The price included admission to the museum, then supper with Gary Kaberle.

Gary is not only the owner of the BAT 11; he is the visionary behind it. He owned the BAT 9 for about 30 years, but sold it in the early 1990's to finance his wife Debbie's fight against cancer. Debbie died in 1993. Since he couldn't afford to buy his BAT 9 back, Gary eventually decided to build his own BAT 11, in memory of his wife. The BAT 11dk carries on the fight against cancer by raising funds for the American Cancer Society.



The car is styled by David Wilkie of Stilo Bertone, which built the original BATs designed by Franco Scaglione (who also died of cancer in 1993). It is built on the new 8C Alfa Romeo chassis, and will eventually have an 8C engine and drive train.

After supper, Gary presented a slide show which detailed all aspects of the car, from conception to reality. We learned of the friendship between Gary and Nuccio Bertone, starting shortly after he purchased his BAT 9 as a teenager and lasting until Nuccio's death. The BAT 11 is the culmination of their friendship. Virtually every step of the creation of this car from concept to construction was shown.

If you are interested in the car and have about US\$750,000, give Gary a buzz. He'd love to talk to you.

## **Weber to EFI Conversion: Throttle Bodies, Part 3**

by George Beston, Cobourg

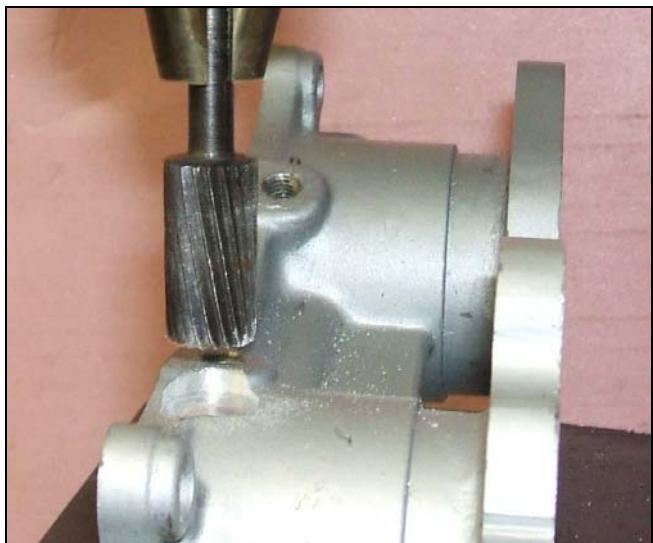
It's hard to believe, but this is my third instalment on the throttle body aspect of my project aimed at converting my "Spider 1750 Junior" to electronic fuel injection. Imagine how many segments I'll be able to wring out of the plumbing, wiring, installation and programming aspects of the project. For active members, the only way to save yourselves from all those segments is to swamp me with your own articles so I'll run out of space!

So, at the end of the last piece, I wrote that all I had left to do was to set up idle air and vacuum circuits. Honest, I didn't know that was a lie.

In hindsight, all I can say is that I've come to regard this project as a development exercise. Readers may be thinking "Why didn't he just go out and buy what he needed?" and there is some validity to that point of view. Well, I can definitely say I wouldn't have learned nearly as much by doing it that way, nor would I have developed the kind of respect I now have for the effort it takes to create this sort of hardware.

Anyone familiar with Spica throttles can tell you that they incorporate ports behind the throttle blade for idle air which comes from the air cleaner housing, through a distribution block and on to the idle air ports via individual hoses. In addition to idle air, the EFI system I am using also needs a vacuum signal to the MAP sensor. My research indicated that the existing ports could be used for either purpose, but not both. The problem is that a stream of air being drawn from one place to another, in this case air cleaner to idle air port, is constantly expanding and losing pressure as it moves. This would result in an unreliable vacuum signal that would vary with conditions in a way that couldn't be compensated for with computer programming. In short, a second set of ports is a necessity, not a frill.

Fortunately, the Spica throttles provide lots of metal and room to work with. The approach I took was to remove the fittings from the existing idle air holes, align the throttle castings in a drill press using the existing threaded holes, and then create parallel holes outboard of the existing ones.



First, an end cutter was used to mill out a flat for the drill bit to cut into, and then a hole was drilled and tapped to match the idle air opening.

A second set of fittings was scrounged from my old parts inventory, and all eight of the fittings were installed. Here's what they look like with air and vacuum lines in place.



The next task was to tie all of these ports into a collector for vacuum and a distributor for idle air. Keeping the sources of my parts collection in mind, the pieces used should look familiar:



If you guessed idle air distribution pieces from Spica systems, you're right. Are we there yet? Umm ... No! The list of remaining items is getting shorter, but here are the solutions accomplished to date:

- A return spring from a scrap Honda throttle body was installed on the throttle lever:



- A bar was installed between the front and rear throttle bodies which stops the throttles at full open:



- A new support strut was made by modifying a two piece Centerline strut. The bottom section of this unit was retained. The rubber bushing was replaced with solid steel. The other pieces were made from aluminum plate and the old standby, threaded rod. The new support jogs about 40 mm towards the front, and then outboard about 100 mm.



*The brass fitting at the top fits over a bolt threaded into the face of the front air plenum adaptor.*

- During a trial fit, I discovered that the throttle butterflies would not open fully with the carburetor linkage. In response to that problem, I removed the 8 mm ball from the throttle linkage and relocated it about 10 mm closer to the throttle shaft.



Now, the only thing left (as far as I know!!) is to fabricate and add a fuel rail clamp to hold the injectors firmly in place.

## 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 <sup>th</sup> 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

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