



ARCC UPDATE

June 2009

Legendary Motor Cars Tour

by George Beston, Cobourg



Photo by Gord Zimmerman.

On May 30 about 20 of us gathered at the Legendary Motor Cars location near Milton for a look at their displays and a tour of the workshop. This organization has existed since 1985, and since 2002 it has been housed in a 12,000 square foot facility in Milton. They have a very large display area filled with beautifully turned out special interest cars, seemingly focussed on American "Muscle Cars" but with enough variety to make it interesting.



Photo by Gord Zimmerman.

Part of this display area is devoted to cars of the Canadian Motorsports Hall of Fame. When I saw a CART – era Indy race car in Player's livery bearing number 99, it was a good reminder of the success Greg Moore had before his untimely death.

Our tour of the workshop revealed that LMC does mechanical work at all levels, with no project being too small – or too large – for them to take on, for both street and racing cars. There were a few interesting older cars in "before" condition in the shop including an early AC Cobra and a Sunbeam Tiger. Many other cars were undergoing extensive restoration in what I would call a "resto-rod" rebuild. One particular '69 Dodge Charger was in the midst of this process and the quality of the chassis and body work was spectacular. It's always very satisfying to see that this kind of work does happen!



Photo by Gord Zimmerman.

If you didn't make the tour and live anywhere close to Milton, LMC is well worth a visit. The only fee is a voluntary charitable contribution.

Ferrari Lake Simcoe Tour

by Gord Zimmerman, Bobcaygeon

This event is an annual affair which raises much needed funds for cancer research. This year the Ferrari club invited us to join in on the activities.

On Sunday June 7 five Toronto area Alfas met up with thirty of the Ferrari Club's finest at the Petro Canada next to the Buttonville airport. Joining the tour were two Aston Martins, a Porsche and a Shelby Mustang.

After fuelling up and looking under a few hoods, we set off up the 404 for a very spirited drive. I edged past a 450 hp black Ferrari for almost a second in my S4 spider. Let me just say that things changed immediately. The last I saw of him was a blur and then he was a speck in the distance. We got off the 404 at Green Lane and toured some great back roads until we were on the South Shore road of Lake Simcoe where we paraded past a never ending line of cottages on our right and the lake on our left. Finally we ended up at Jackson's Point and then went on to the Briars Golf Club for an informal gathering on the front lawn of the old clubhouse and a great lunch prepared at the Club.

After lunch a few of the club members took the local kids for a ride around the block. I offered to do the same with my Spider but there were no takers! They all wanted to ride in the Ferraris with the Testarossa being the most popular one.

Weber to EFI Conversion: Throttle Bodies, the Finale

by George Beston, Cobourg

The throttle body portion of my project was recently completed with the anticipated fabrication of a fuel rail bracket, and the non-anticipated modification of the front clip that holds on the air cleaner housing.

The fuel rail bracket was made from a 90° aluminum extrusion 2" x 2" with a thickness of 0.125". The bracket shape was cut from the extrusion so that it mounts on the air cleaner plenum where the support strut used to fit. The bracket sits under the rail, and supports the clamp holding the rail down. In a car that isn't supercharged in some way, a tie-down clamp is not required under most conditions because the intake tracts are usually under vacuum. However, I don't think I've ever seen an original equipment fuel rail that wasn't firmly held in place. Better safe than sorry!



Photo by George Beston.

Despite all kinds of planning and trial fit activities as the throttle bodies were coming together, I never actually tried to clamp down the air cleaner housing with the fuel rail in place. Murphy's Law being what it is, at the last minute I discovered that there wasn't room to swing the clamp's lever without removing the fuel rail. I quickly checked to see if the clamp would work backwards, but on that side, the inner fender is too close to allow sufficient lever movement.

For what it's worth, I probably could get away with only using the rear clamp in a pinch, but why push my luck?

My solution was to graft in a threaded fitting. Most readers will recognize it as being from a hose clamp. I use my parts pile constantly!



Photo by George Beston.

Are you getting Wide Open Throttle?

by George Beston, Cobourg

One of the first calibrations with electronic fuel injection is to make sure the throttle position sensor and computer combination is reading closed throttle and wide open throttle (WOT) correctly. The first step is to physically check the linkages and throttle plates to verify their operation.

Much to my chagrin, I discovered that there were actually two points of interference preventing the achievement of full throttle. Both of these were fairly innocuous-looking. The first was the vacuum hose running from the intake manifold to the booster. Sitting in the tab/bracket welded onto the firewall for the purpose, it was interfering with the movement of the upper part of the throttle linkage, and that in turn, stopped the throttles well short of WOT.



Photo by George Beston.

The second point of interference was at the upper end of the throttle linkage where the hand throttle cable passes through the hole in the linkage. It was actually catching on the very end of the booster, and keeping the throttles just short of WOT. If I had just checked this by moving the linkage, I wouldn't have found it because under those conditions, it cleared the booster. It was only interfering when the throttle pedal was clamped into position against its stop on the floor of the car. The difference must have something to do with clearance in the cross shaft bushings resulting in different alignments, depending on how the force to open throttles is applied to the linkage.

In both cases, the cure was quick and easy. My booster vacuum hose will be re-routed to sit higher in the car where it doesn't interfere with throttle travel, and a bit of metal has been shaved off the end of the linkage to get enough clearance.



Photo by George Beston.

The big question is, "how long has this been going on?" I'm not going to all the work to put my Webers back on and check, but I suspect the worst. Oh well, sadder but wiser.

If your Alfa has linkages like those in my Spider, it's well worth checking to see if you're actually getting WOT when the gas pedal is as close to the floor as you can get it. Trust me, my Alfetta is going to get checked for this really soon!

S3 Spider Exhaust

by Elio Comello, Camlachie

In working with my Spider's exhaust system and dealing with the nuts and lock washers that hold the exhaust system front section to the manifold, I have discovered that Volkswagen and Porsche sell some really useful phosphor/bronze nuts at a reasonable price. I was able to buy eight of them for ten dollars.

Here's what the S3 exhaust manifold looks like off the car:



Photo by Elio Comello.

You can see that there are four studs. They are 8 mm x 1.25 pitch. The nuts I'm referring to are pictured below:



Photo by Elio Comello.

They have an integrated flange eliminating the need for washers, and the last few turns of the thread have been distorted to an oval shape, so they are an interference fit on the studs and are unlikely to loosen once they are in place.

These work so well, I'm tempted to change the exhaust manifold studs in the head so that they are 8x1.25 on both ends, and can use these nuts.

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

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ARCC Update

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