



# ARCC UPDATE

March 2011

## ***Toronto International Auto Show 2011***

by George Beston, Cobourg

The show was pretty bleak this year if anyone was looking for Alfas. The only real Alfa I saw was in the Classic & Concourse exhibit, a very pretty Sirius Blue Giulietta Sprint.



*Photo by George Beston.*

The only other time I saw the Alfa badge was on a child's pedal car in one of the vendor booths that was modelled after the current European front wheel drive Spider.

Well, at least Fiat provided a bright spot by showing about a dozen Fiat 500s at the top of the main escalator. That display and the well done Fiat booth nearby in the Chrysler area were the subjects of a lot of interest. Considering what's riding on the Cinque Cento, I'll happily take that as a good omen.

For me, the most exciting part of the show was a racing simulator on the vendor mezzanine that employed a control unit that simulated g forces with pitch and roll changes. I was pleased to see that the track being modelled was Mosport, so I paid up and got in a few laps. My son who was looking on told me I would have been a lot faster if I hadn't driven like I might get hurt. Ah well, it was

still fun to watch Mosport flash by in a minute twenty seconds on the relatively forgiving simulator.



*Photo by Adam Beston.*

Let's hope we'll see more of the Alfa Romeo badge at this show in future years. Sergio (yes, former ARCC member Sergio Marchionne) – if you're listening, please put the 4C and the 2uettottanta prototypes on the 2012 North American car show tour.

## ***Evan Wilson's Giulietta Book***

by George Beston, Cobourg

The good news is that Evan Wilson has revised and updated his book *Alfa Romeo Giulietta 750 and 101 series Giuliettas and Giulias; 1954 – 1965* and the new edition is available from the on-line store lulu.com for \$34.95 U.S. That's a lot less than the prices that have been paid for the original book on eBay lately.

Evan states that the new edition contains more than 48% new material and 40 new tables. It also includes some collector car market tracking information which should help enthusiasts understand the fluctuations in the market affecting these cars.

I have had the opportunity to read a proof copy of the new book. Even though I have never owned any 750 and 101 series Alfas, I found the book fascinating for the background it provides on the development and evolution of these cars, and how that laid the foundation for all the Alfas that

followed. I recommend this book for anyone with an interest in Alfa history. For those who own or aspire to own a Giulia or Giulietta, this book is in the "must have" category. It provides a wealth of information on the tuning and preparation of these wonderful Alfas for street or track use. Beyond that, it provides many links to resources which can be used to keep current with what is being done with them as time moves on.

I was particularly pleased to see Evan quote our Club's *Alfista* magazine a number of times. This recognizes the quality that was achieved by some of our founding members who edited and published that magazine.

## ***A Modern Alfa***

**by Dorien Berteletti, Rosemont**

It's a matter of opinion really, but that is how I think of my 1971 Junior Zagato.



*Photo by Dorien Berteletti.*

As many of you may remember all my previous Alfas were the tried and true pre-war or early post war cars. The newest Alfa I ever owned was a 1956 1900 Touring coupe. That was back in the 70's and 80s and of course many of the cars in the club were new or maybe a few years old. By comparison to what a few others and I were used to, they were small, had little pressed steel wheels, and horror of horrors ... disc brakes!! Some even had radios!!

I was brought up on large drum brakes. Nice aluminum ones ... sometimes cable operated for extra safety; others had hydraulics (very suspect) but at least they were drums. They also show up nicely through the spokes of your wire wheels ... a lovely visual effect. You could adjust the shoes, clean rivets and play with springs. You had the chance to have a relationship with your car.

By comparison disc brakes are ugly. They look like rusty lumps when you take the wheels off, they can stick when left too long, and just don't have that

"feel". They can work quite well, but then so does a microwave. Tell that to your Italian grandmother!!

Anyway here I am on one of my yearly Italian motorcycle adventures visiting a friend in Pescara. I find myself at my friend's body shop and after a while he tells me of a strange Alfa that he has found. Never seen one like it before he tells me.

Turns out to be a Junior Zagato. I look it over closely, and make a mental list of its needs that include: windshield, radiator, carbs, seats, grille surround, starter and distributor.

It's rare for sure and that is good. Hate to show up at a car meet and find a whole bunch of the same car around. I remembered that Robert Davies had one, but he does not come out much and in any case a couple in Ontario may be O.K. ... a little crowded but it's a big province so that could work.

It is a modern Alfa. It has 5 speeds, back-up lights, a radio, 2 speed wipers, a 2-speed heater fan and yes ... luggage room, but certainly not dog room. All features I was not used to in my previous Alfas.

Of course it also has disc brakes, but then so does the Mercedes I keep in Italy. If I can tolerate disc brakes in a German car I guess I can overlook that deficiency in the Alfa. Maybe they might be Ate.

I talk money ... I talk a trade (the Mercedes is not running either) and then I talk delivery. It works! They will deliver the Alfa up to our home near the Lake District and pick up the Mercedes as an even trade.

A month later my mother calls me to tell me it is all done. Alfa ownership again! I start the parts search. The starter motor is a problem. Ken Geiger gets very technical with me and talks about numbers of teeth on both the ring gear and starter motor. Ken does a lot of counting ... he has books on the subject of teeth. A 6C Alfa is simple ... they all had the same teeth. Why would Alfa want to complicate things? They messed up with brakes so now they got creative with their teeth count. Had to meddle with a good thing.

OK, can't do much until I go back and count teeth, so I buy a distributor, wires and other small items on Italian eBay. Then it is fun with my parents: Over the phone; you have a parcel ... OK, open it. I hear paper rustling. It's open. Well, it should be a distributor. What is a distributor? It's round and has 4 holes on the cap plus one in the middle. Where is the cap? The bigger round end with a plastic cover ... well, you get the picture.

Go back to Italy and count the teeth of the flywheel. Do it a few times until I get the same number. That

means I am getting good at counting! Can't get the wrong number or Ken will get messed up.

Go and see my friends at AFRA and pick up a new windshield, gasket and grille pieces. They are shocked!

You are restoring a new Alfa? They give me coffee, pat me on the shoulder and Claudio shakes my hand, gives me a 15% discount and wishes me well. We have been friends for years and I knew his father well thanks to the lunches Fusi would organize. In the good days AFRA was 1/2 a block from Fusi's apartment and Sanesi was 6 blocks away. Fun times.

Anyway I loaded my stuff and drove home.

Back in Toronto I can discuss teeth numbers with Ken. I have the numbers and just to be sure I call Robert Davies who also has a Zagato. I feel I am their equal. I have bits of paper with Alfa specs, I know the flywheel tooth count of 1300 and 1600 Alfas and I know which starter motor goes with which flywheel. I'm learning this modern stuff even though it seems weird.

Eventually, thanks to a friend's help, I buy a starter motor on Italian ebay. Elio supplies a radiator (via son in-law) and it becomes checked luggage on a trip to Italy. Things are progressing and then a **very** serious situation occurs.

eBay notifies me there is Junior Zagato for sale in the Netherlands. I check the eBay site and it is a nice original car. I know the vendor who is a vintage Alfa restorer ... I become the high bidder! So now I am into the adventures of shipping the car to Canada. I've done it many times, but it is always a pain and it never gets easier.

Car arrives in Montreal and it is immediately seized and impounded by Canada Customs/Agriculture. They do love drama. It turns out the car is dirty so it has to be steam cleaned. So the container has to be loaded on to a special truck that takes it out of the bonded warehouse to a bonded steam cleaner who does his job and returns the car. Some \$350 later we are OK for CN to transport the container to Toronto.

More aggravation follows, but I end up getting the container dropped off a mile from my house and I have the Alfa home. I am very pleased with it ... a little rough running but a nice rust-free original car.

I rebuild the Solex carbs but I am not happy with them, so I put them aside for the one in Italy and I build up a pair of Webers. These cars came either way, so I am original. Webers are a nice carburetor, you can tune them and change jets and basically

create your own system. Twin choke Webers sort of make up for the disc brakes!

Ken comes over to check things out. He is concerned because my compression is too high. At 165 psi on each cylinder it is way higher than his Berlina. I offer to unscrew the spark plugs a little so as to even things out a bit. He is unconvinced.

The car has fancy mag rims, so I call Anthony Tersigni who sells me a proper set of Alfa rims. Ernie is visited for some little pieces. Pino at Pinarello helps out with many bits and pieces and good advice.



*Photo by Dorien Berteletti.*

I start driving the car ... it is great and the engine revs up so very smoothly. I think the way a 1300 revs is quite special ... sort of makes up for the disc brakes! It came with a Philips radio but not a good one, so I fitted an A Becker Europa, appropriate to the year.

First Alfa event was the Europa rally and I ran into heater hose problems. Got creative with the plumbing and made it home. Another time we were on a rally in the County and the water pump packed it in. Nursed it home, and got the pump off without major issues and got it rebuilt.

We went to Connecticut on a 3-day event. The Jr. Z. was a blast and I hadn't had that much fun in a car in quite some time. On the way back around Rochester, we drove through a major thunderstorm and I remarked to Elizabeth that we were aquaplaning (I was doing 130 km/hr). Very calmly she pointed out that below 100 it might not aquaplane. She was right! It's nice to have a cool co-driver. A few miles further on the generator gave up. I turned the headlights off and drove on the parking lights. We went through Canada Customs at Queenstown that way. The border guy pointed out that my headlights were out. I told him I turned them on when on the highway. Of course, I drove to Toronto on my parking lights and by the time I was level with the CNE, turning my indicators on was



enough to make the engine miss. Fortunately it was 1:00 AM and thus no traffic!

We made it home. The generator is now rebuilt and I am thinking that despite some issues I really like this car. And the brakes? Well, I am getting used to them. They do their job well and they are working without the booster. Saves weight, a tidier engine compartment and it gives me that better "feeling" when braking.



Photo by Dorien Berteletti.

Oh, and I was forgetting ... I still have another of these modern Alfa Zagato cars. Must go back and finish the project ... or maybe somebody wants it? Do I need two? But Robert Davies has two. What to do ... what to do?

## Upcoming ARCC Events

### Toronto Chapter – Preliminary Schedule

Date	Time	Event
Feb 5	9:30am	Directors Meeting
March	7:00 pm	AGM – date TBD
April 16	TBD	Tech Session
May 5	7:00 pm	Cruise Night
May 15	TBD	Sunday Drive
June 2	7:00 pm	Cruise Night
June 5	TBD	Sunday Drive
June 17-19	TBD	Vintage Festival / Drive
July 7	7:00 pm	Cruise Night
July 12-17		AROC Convention
August 4	7:00 pm	Cruise Night
August 6-7		Toronto/Detroit Party
August 21	TBD	Brewery Tour
Sept. 1	7:00 pm	Cruise Night
Sept. 25	TBD	Europa Rally
Oct. 2	TBD	Fall Tour
Oct. 6	7:00 pm	Cruise Night
Nov. 8	7:00 pm	Pub Night/Directors' Mtg
Nov. 26	6:00 pm	Holiday Dinner



### Alfa Canadese, June 17-24, 2012

The 2012 National Convention for the Alfa Romeo clubs of Canada and the USA.

Early details: <http://alfacanadese.ca>

Volunteers wanted: [info@alfacanadese.ca](mailto:info@alfacanadese.ca)

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