



ARCC UPDATE

June 2011

Toronto June Cruise Night

by George Beston, Cobourg

As luck would have it, our June cruise night was on a dry but chilly day. Perhaps because of the conditions, the Alfa contingent was pretty thin in attendance, with maybe 12 to 15 cars there. No matter the attendance, there are always lots of enthusiasts to talk to and share experiences with. And, for that matter, a large number of other Italian cars and their owners ranging from '60's era Fiat 500's to some of the most exotic of today's Lamborghinis and Ferraris. A vendor even showed up with a display of garage furnishings in a small closed trailer. For what it's worth, there seems to be an ever-increasing number of this year's Fiat 500s showing up at each event.

I get the feeling that cruise nights aren't generating an intense level of interest in our chapter at this time. If anyone has any suggestions that might improve the situation such as a different time and / or venue, please talk to one of the Directors about it and we'll see what we can do.

Last month, I pictured an interesting Alfa Romeo 4-door sedan and called it a 147. I was wrong. It's really a 155 and it was there again this month.



It's really a 155. Photo by George Beston.



Here's what a 147 looks like! Photo by Bob Whitehouse.

Club News

by George Beston, Cobourg

Toronto Events

The upcoming VARAC vintage festival at Mosport is always well worth attending. This year there is a special race event for Italian cars as an added attraction. Come along on the cross country drive to Mosport and join us at the Corner 8 car show. There is a one-price deal for all pre 1985 cars and their passengers and free parade laps for car show participants. Watch your e-mails for full details.

Also, please note that the August 21 event has been changed from a Brewery Tour to a Wine Tour. It seems we haven't exhausted all our possibilities with the vintners just yet.

Ottawa Club

After many years (O.K., a few decades), Jack Livingstone has decided to step down as President of the Ottawa club. We're looking forward to any news about how Ottawa will organize itself for the future.

I can't let the occasion go by without expressing gratitude for all of the hard work that Jack and Kerry Ann have done on the Club's behalf over the last 30 years. During that time the Ottawa club has conducted four National ARCC conventions in Ottawa, each one a Herculean task carried out

successfully by a small group of people. Through it all Jack and Kerry Ann were most kind, hospitable and supportive. The good news is that they still have an Alfa and they aren't moving away, so they will still be part of the club in the future.

Valve Seal Replacement

by George Beston, Cobourg

Well, now I know for sure what it's like to perform a successful operation and find out the patient is no better. In the April Update, I described how I went about changing an intake valve seal on my Spider's 1750 engine in the belief that it might be the cause of a sudden oil consumption situation. Well, it didn't help. Oil consumption is still high and a slight amount of blue/grey smoke is still present in the exhaust under certain conditions.

So, now I'm left scratching my head about what to do. I really would be more comfortable tackling this problem after I achieve a specific understanding of the cause. Otherwise, I'm into an exploratory engine tear down and the requisite re-build in order to hopefully identify and resolve the situation. It's a certainty that I'll be driving my Spider and observing various aspects of engine performance before I go that far.

To summarize the situation, wet and dry compression numbers are excellent and leak down is minimal on all cylinders. The spark plug on cylinder #3 is very dark, but there is no particular accumulation of material on it. A new valve guide seal on #3 made no difference.

If anyone has some suggestions, please let me know.

Electrics and Being Visible

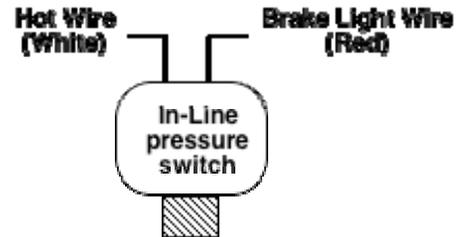
by George Beston, Cobourg

As many other Alfa enthusiasts do, I have carefully read and re-read the Kartalamakis book and articles or notes by others who recommend the use of relays to improve the effectiveness of certain circuits on our Alfas such as those for headlights, starter solenoids and electric radiator fans. The benefits of such conversions include preservation of the contacts in the original equipment switches, and less resistance in the power circuit leading to the intended destination.

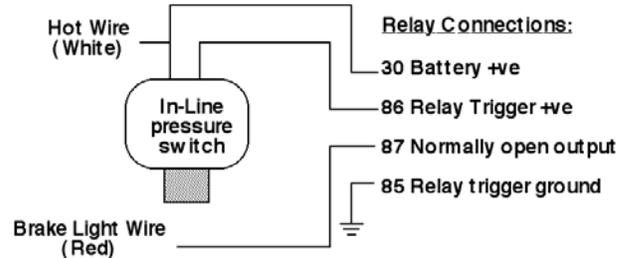
Like many others who drive older Alfas and occasionally have to do that in heavy traffic conditions after dark, I've been thinking that I'd like to do as much as possible to make my Spider visible.

So, I've upgraded to the strongest bulbs I could find in all the minor lights, installed a relay to provide current to the brake lights, and added a couple of extra stop lights to replace the OE lollipop reflectors.

The relay addition came first. Below is a diagram representing the original factory wiring of the brake lights in my Spider:



Here is how the wiring was done for the relay:



After making these changes, I was at least confident that the brake lights are receiving all the current they should, which should result in making them more apparent. In turn, this makes me a bit more confident.

Instead of stopping there, I decided that additional brake lights separate from the tail lights wouldn't be a bad idea. I've seen other round-tails with a trunk-lid mounted third brake light, but I had a different idea.

It struck me that the original equipment "lollipop" reflectors mounted on the back bumper could be replaced with small stop lights.

After a bit of a search, I identified some small nine diode LED marker lights (2" diameter) made by Grote that were the right size to do the job.



Photo by George Beston.

These lamps come with a “pig tail” connector and make use of a bayonet mount.

Fortunately, Grote also supplies a sheet metal mount intended to hold three of these lights.



Photo by George Beston.

It turns out that this mount can be cut down to small brackets to support the bulbs as shown here. Some vinyl trim was added to make the bulbs look more like the original reflectors.



Photo by George Beston.

The mounting bolt was a 5/16 stainless carriage bolt flat-filed on two sides to fit into the 5mm wide rectangular slots in the bumpers. A crescent shaped groove was also filed into the head to make a passage for the light’s wires. While they wouldn’t fool anyone concerned about originality, the new lights blend in pretty well.



Photo by George Beston.

Power was fed to these lights by splicing into the harness just before the brake light on the passenger side’s light unit, then connecting that lead back through an unused port in the junction block. Using an old wiring harness from a parted out Berlina, I came up with suitable blade connectors including a female connector with two red wires coming from it to feed both of the LED lights.

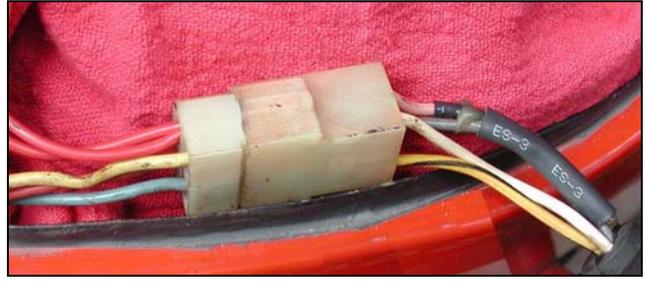


Photo by George Beston.

Ground connections for the new lollipops run to the body at the bumper mounts.

Results are somewhat difficult to capture with my modest photography skills. Visually, the LED lollipops show up well and are a very noticeable addition.



Photo by George Beston.

What’s also noticeable is that all the parts purchased for this project came out to less than half the price of one new lollipop reflector!

ARCC Classified

For Sale

1976 Spider Veloce. Parting out entire car. Low mile car stored over 20 years. All parts available including: engine, transmission, differential, exhaust, radiator, calipers, suspension, electrical, body panels, top frame, seats, wheels, tail lights, side markers, chrome bits, glass, etc. Call me with your parts request at 647-295-2532. Can deliver or ship parts if requested. Anthony Tersigni.

Upcoming ARCC Events

Toronto Chapter

Date	Time	Event
Feb. 5	9:30 am	Directors' Meeting
March 31	7:00 pm	AGM
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	Winery Tour
Sept. 1	7:00 pm	Cruise Night
Sept. 25	TBD	Europa Rally
Oct. 6	7:00 pm	Cruise Night
Oct. 16	TBD	Fall Tour
Nov. 8	7:00 pm	Pub Night/Directors' Mtg
Nov. 26	6:00 pm	Holiday Dinner

Ottawa Chapter

Date	Time	Event
May 7	3:30 pm	Where are all the Italian cars?
June 18	10:00 am 1:00 pm 1:30 pm 2:30 pm	Italian Day - register Parade Lunch Fiat New & Retro show
June 21	7:00 pm	Annual General Meeting
August 21	TBD	Magical Mystery Tour
Sept. 13	TBD	Pub Night
Oct. 13	3:00 pm	Italian Car Christening Party

Alfa Club of Edmonton

Date	Time	Event
April	TBD	Tech Session – Ron G.
May	TBD	Apple Blossom Winery
June	TBD	Historic Road Solstice
July	TBD	Race event
August 3-7	TBD	Rock-N-August Concours / Viva Italia
September	TBD	Mid-southern tour
October	TBD	Amber Brewing Oktoberfest
November	TBD	Italian dinner
December	TBD	Christmas tree hunt
January	TBD	After Christmas party

Other Events of Interest

Ferrari Shell / Historic Trans Am Challenge,
Mont Tremblant, July 9-11
Italian Car Day, Boyd Park, August 27



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

Alfa Romeo Club of Canada

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ARCC Update

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