



ARCC UPDATE

April 2012

Toronto AGM

by George Beston, Cobourg

The Toronto AGM took place on March 22 as advertised. This year, the venue was new. Rather than using the MiniGrid store on Mt. Pleasant, we used Oliver Collin's workshop and storage building on Scarlett Rd. Oliver has been using this building for a few years now to store his beautiful 6C 2500 and his Stanguelini Formula Jr. vintage racer. Also, Dave Munro rents space in this building for his Spider Jr.



Photo by George Beston.

President Anthony Tersigni conducted an official meeting to review Toronto Chapter business and our plans for the coming 2012 season. The bottom line is that we have money in the bank, and a pretty full schedule of events this year.

After the official meeting, the crowd watched *Alfa Romeo - Victory by Design* with Alain de Cadenet and *C'etait un Rendezvous* showing a high-speed eight minute drive through Paris with some glorious Ferrari twelve cylinder sound effects. Apparently film maker Lelouche actually used his 6.9 litre Mercedes to make the run, and added the sound from his Ferrari 275. Never mind, it makes great entertainment especially when you've already seen it and know it ends well.

The Shell commercial that features Ferrari Formula One cars blasting down the streets of different cities was shown, and there was a prize for naming the four cities after watching the commercial.

There were also some door prizes handed out by Oliver and Dave. After all that, there was a bit more catching up with others before we all headed home.

It's worth noting that Oliver's building contains the Toronto Chapter library in a vestibule area. Members are welcome to use the library. It would be wise to call Librarian Dave Munro to work out a time when someone would be there to let you in.



The Toronto Chapter Library. Photo by George Beston.

"Miss Alfa"

by George Beston, Cobourg

About seven or eight years ago, I began hearing stories about a project car in Joe Canella's shop in Hamilton, an Alfetta GT that was in the process of having a Montreal engine installed.



Builder Joe, left, and owner Cunliffe with "Miss Alfa". Photo by George Beston.

Of course, you always hear lots of stories. I did, however, find occasions to visit Joe's shop a few times since to buy parts and to have some machine work done, and sure enough, both an Alfetta GT and a Montreal engine were there and it wasn't too difficult to get Joe to admit that the intent was to put the two of them together.

The owner of the car in question is Cunliffe Clare of Burlington. Cunliffe hails from Jamaica, and during a visit to the island in about 1996, he happened upon a derelict Montreal which he simply couldn't resist buying. At first, the plan was to restore the Montreal, but once it arrived in Canada and got a thorough examination, it was determined that the chassis was beyond reach as far as restoration was concerned.

In looking at various options, Cunliffe became aware that in 1977, at least one prototype GT-V8 was built using a Montreal 2.6 litre engine, and some reports say as many as 20 examples were produced.



1977 Alfa Romeo GTV-8. Photo from *Auto Clasico*.

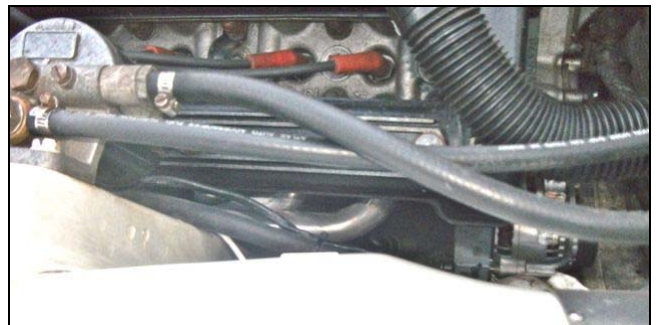
Through the serendipity that sometimes happens to enthusiasts, Joe had taken possession of a 1980 GTV that had somehow made its way into Canada, but had been involved in a minor collision and sold to Joe in that condition.

Somehow, these circumstances of a rabid Alfa enthusiast and a creative shop spawned the project. Cunliffe purchased the GT, and the process began. Rome wasn't built in a day, and neither was this car. Work started about 10 years ago, and "Miss Alfa" finally was on the road in 2010. If money was no object, the work could have been completed much sooner, but this pace was found to be manageable.



Photo by George Beston.

The good news is that the Montreal V8 does fit into an Alfetta engine compartment. It doesn't hurt that Alfa had the 2.5L V6 engine in mind when the Alfetta chassis was designed. The dry sump configuration of the engine and the openness of the engine bay (no cross member like 105 series Alfas) meant that the only thing that had to be done to fit the engine was to install appropriate engine mounts. A small 100 amp Hitachi alternator was fitted in place of the original Bosch alternator to ensure enough room on the passenger side under the right bank of cylinders.



Custom exhaust headers. Photo by George Beston.

Even though the engine fits in the bay, the OE exhaust headers definitely don't. Joe welded up a set of custom tubular headers that fit snugly against the block and give adequate clearance to the fender wells. The rest of the exhaust system is

custom, with a very nice looking rear section made to order by Stebro.

An adapter plate was made up to fit between the back of the engine and the bell housing / rear engine mount from a Milano or GTV-6. The rest of the drive train includes a prop shaft made up from Milano components and a Milano Verde transaxle with a limited slip differential and a 3.75:1 final drive ratio.

The running gear of the GT has been changed a bit in consideration of the extra power. Basically, the front end has been upgraded using Milano steering knuckles, Brembo brakes and vented rotors. The DeDion tube has also been changed to get the 5-bolt pattern for the cast alloy rims. Stiffer torsion bars have been added and suspension height adjusted to get a lower stance.

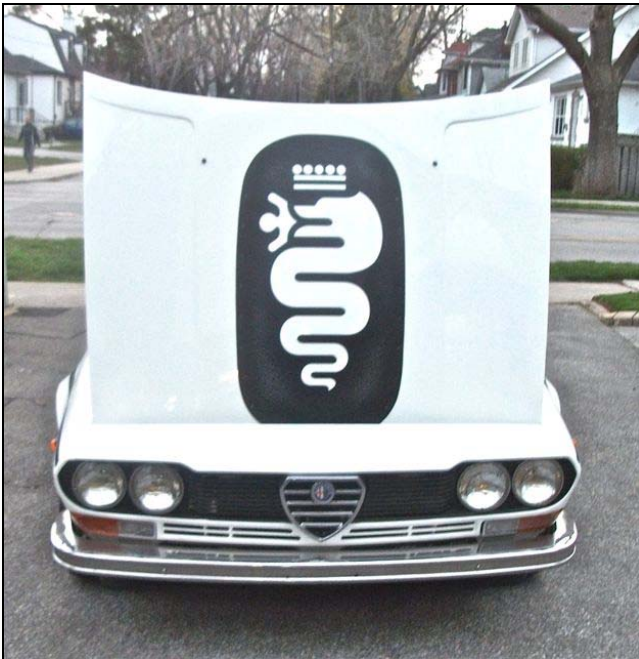


Photo by George Beston.

Cosmetic changes are minimal. The large serpent on the hood is applied to a power bulge that was required to clear the fuel injection lines of the SPICA system at the front of the engine. The car retains its original Euro-style stainless steel bumpers to good effect. Otherwise the consistent black-on-white colour scheme works well to emphasize some features like the Velocissima derived rear spoiler while in keeping with Cunliffe's desire to avoid a "boy racer" look.

In looking over the engine bay, everything is neat and tidy, much like the factory might have done on a car like this. An oil tank (dry sump, remember) has been fitted behind the passenger side fender between the lights and the wheel well, and an

appropriate looking filler neck and cap protrudes into the engine compartment.

Notable deviations from the factory look are the use of a GM-style Accel aftermarket distributor and the custom aluminum radiator with its "pusher" fan. The price of Montreal distributor parts like caps and rotors (over 200 Euro each!) is such that it is far more economical to do a distributor conversion.



Top, engine bay from left. Bottom, engine bay from right. Photos by George Beston.

The interior has been cleaned up and Milano Verde front seats have been installed. Everything has been reupholstered in a midnight blue velour and looks just like an interior the factory should have done.

I was able to get a brief ride in Miss Alfa with Joe driving. My first impression is that the Alfetta GT is still a great design, with lots of cabin room (unlike 105 GTVs which I always find a little narrow), a large windshield providing a great view of the road ahead, and tall side glass making for excellent visibility all around the car. On the road, the power, sound and feel of that V8 engine are evident, and the ride is firm but not harsh.

In sum, this project car shows that patience and perseverance can pay off. Cunliffe now has a unique Alfa that will give him many years of enjoyment.

Upcoming ARCC Events

Alfa Club of Edmonton

Date	Time	Event
April 28	11:00 am	Ron's Grease Pit Blowout
May 7	7:30 pm	Speedsters Racing
June 16	TBD	Reynolds Museum
June 23	TBD	Easy Solstice Rally
July 10	TBD	St. Albert Casino
June 17-24		Alfa Canadese
August 7-11	TBD	Rockin' Horse, St Albert
Sept. TBA	TBD	Concourse
Sept. 30	TBD	Pie Run, Stony Plain
Nov. TBA	TBD	Great Italian Eating
Dec. TBA	TBD	Christmas Tree Hunt
January	TBD	Christmas After Party

Toronto Chapter

Date	Time	Event
March 22	7:00 pm	AGM, Scarlett Road
April 21	10:00 am	1 st Choice Garage Tour
May 3	7:00 pm	Cruise Night
May 6	TBD	Sunday Drive
June 7	7:00 pm	Cruise Night
June 15-17	TBD	Vintage Festival/Drive
July 7	7:00 pm	Cruise Night
June 17-24		Alfa Canadese
July 5	7:00 pm	Cruise Night
July 8	TBD	Sunday Drive
August 2	7:00 pm	Cruise Night
August 4-5		Toronto/Detroit Party
Sept. 6	7:00 pm	Cruise Night
Sept. 9	TBD	Europa Rally
Sept. 15	TBD	Alfas and Sevens
Oct. 4	7:00 pm	Cruise Night
Oct. 14	TBD	Fall Wine Tour
Nov. 7	7:00 pm	Pub Night/Directors' Mtg
Nov. 24	6:00 pm	Holiday Dinner

Other Events of Interest

- Members' **Tech Sessions**, whenever possible
- **Italian Day Parade**, June 16, Ottawa
- **Italian Car Day**, July 21, Boyd Park
- **Concorso Canadese**, August 25, Mississauga
- **Grand Prix of Mosport**, ALMS series, July 19-22
- Non-official **Cruise Nights** happen every Thursday evening May to October at the La Paloma location.



Alfa Canadese

Toronto, June 17-24, 2012

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

Registration now open!

<http://alfacanadese.ca>

Volunteers wanted: info@alfacanadese.ca

Alfa Romeo Club of Canada

National Executive

vacant	President	
Harry Hamilton	Western VP	(403) 463-2235
Tony Adams	Eastern VP	(416) 222-2406
Jack Thompson	Past President	(780) 481-1708
George Beston	Treasurer	(905) 372-3552
Christine Pickering	Secretary	(416) 498-6553
	Messages	(416) 499-7129
	Fax	(416) 499-4517

Regional Contacts

Don Best	Vancouver	(604) 939-5056
Mark Willis	Calgary	(403) 668-0379
Chesley Wells	Edmonton	(403) 963-9199
Anthony Tersigni	Toronto	(905) 918-0457
Jack Livingstone	Ottawa	(613) 232-6335
Yves Boulanger	Montréal	(450) 692-7478

ARCC Update

Editor:	George Beston
Telephone:	(905) 372-3552
E-Mail:	gbeston@eagle.ca

ARCC On Line

Our Website:	http://www.alfaclub.ca
Webmaster:	Adam Di Carlo
E-Mail:	dicarlo_adam@hotmail.com