



ARCC UPDATE

May 2013

Toronto Cruise Night

by Tony Adams, Ballantrae

The weather was ideal for the season's first Cruise Night. The turnout overall was a bit sparse, but there were about a dozen Alfas in attendance. Nonetheless it was good to meet members and their cars after such a long winter! Fiat, Ferrari and other Italian marques were well represented. Let's get those other Alfas out for the June Cruise Night!



Photo by Tony Adams.

Montréal (CARM) News

by Alex Csank, Ste. Anne-de-Bellevue

On a cold Saturday, the 20th of April, a small group of club members (all guys with the exception of my partner Diane) gathered at Elio's Pizzeria in Montreal to have some lunch and to learn about Solo 2 (Autocross) Racing and both Time-Speed-Distance (Navigation) and Fun (Gimmick) Rallying. Long-time Montreal Alfisto Yves Boulanger invited his friend Daniel Forest, an experienced Autocross racer and Fiat owner to speak to the group about the exciting, inexpensive and competitive sport of Solo II (Autocross) racing. Many thanks to both Yves and to Daniel for teaching us about these great activities!

Daniel explained the basics about how the cones indicating the track configuration are placed and used, how each car is timed through its run and how the rules and points work, including the

vehicle categories, and safety requirements. Basically, your street Alfa with street tires, no roll bar and no modifications can be used and can be competitive in the appropriate unmodified category – once the driver learns the tricks of racing through the cones! All you need is a helmet (you can rent or borrow one at the event), higher than normal air pressure in your tires and before running, you must empty your car of anything which might shift around (no spare, empty trunk, nothing in the passenger compartment). Le Club Auto Sport Des Laurentides (CADL) runs several events throughout the driving season at Sanair (South Shore/ St. Pie) and PMG Technologies (North of Montreal/ Blainville). These events are very well-run by experienced racers. Daniel recommended that if you are interested, you should bring a lunch, a chair, some water and protection against the weather, and be a spectator at one event before signing up to participate on your next opportunity. The track at Blainville is more forgiving, so he recommends going there first. The cost to register is about \$50 for the day. I have added the two CADL events at Blainville (PMG Technologies) to the club calendar. Let me know if you need more information.

Yves provided a nice presentation about the difference between Navigation and Gimmick car rallies. Basically, a Navigation (Time-Speed-Distance) Rally is a technical, mathematically challenging navigation exercise, where the car's navigator must decipher complex directional instructions, while the driver must make sure that he follows the navigator's instructions carefully. This is not a speed event, and typically the rally is planned to allow for traffic and the planned rally speeds are calculated to remain below the posted speed limits. A Navigation Rally is a competitive event, but it is run on public roads, and is designed to provide an exciting and interesting challenge to the driver and navigator alike. We have a navigation rally for our club (and others) scheduled for the 24th of August, and will be inviting other clubs to participate. If you know someone who wishes to join us (any street legal car is welcome),

please feel free to invite them. We will also need some volunteers to help run the 'Check-Points' and Start / Finish lines.

Yves then provided information about the Fun or Gimmick rally. These are more relaxed events than the Navigation rallies, but they challenge the driver and navigator team to carefully observe their route and to locate clues and roadside markers and use these to answer interesting, difficult and sometimes funny questions, which count towards the point score calculated at the end of the rally event. These rallies can be a lot of fun for couples and families, and we have the club's "May Flower Rally" scheduled for the 18th of May, so you can see if this type of event is right for you.

Pinarello Tech Session

by George Beston, Cobourg

On May 5 Pino Chiaravalloti hosted a tech session at his shop, Pinarello Motori. It's been a couple of years since the last one and it was a pleasure to be there and see the works in progress, including a beautiful 1750 round tail spider undergoing a complete restoration, and a Giulia Spider which had just received a new radiator. It was a very informative event and Pino patiently answered many questions from his audience.

The first topic was the steering system of 105 and 115 series Alfas. It's well known now that steering box failures can occur. Age and stress take their toll on the aluminum casting of the steering box which can crack and break. It's a good idea to be vigilant and watch for any sign of this such as lubricant leaking out, and to have the box inspected by an experienced mechanic. Stress factors to be aware of include seizing of the passenger side idler arm bushing, the use of ultra wide tires, and turning the steering while the car is stationary.

Fortunately, there are fixes for all of the problems associated with the steering box and idler arm bushing. It has been common to simply find a sound used steering box to replace a broken one, but with parts like that getting scarce, the other options are to weld up a cracked or broken steering box or to replace it with a box from a late model spider. Both of these solutions are expensive. The newer box needs to have the steering column shaft with it, and the new shaft has to be machined because it's a bit too long for the older cars. We had the opportunity to look at a box that had been repaired by welding and then machining a bit to remove excess metal. Pino also described the rebuild process for steering boxes and how their adjustment works.

Pino had an almost completely assembled 1750 short block on the bench to demonstrate his

approach to eliminating oil leaks in the area of the rear main bearing, something this engine is known for. The good news is that the seal as supplied in a quality gasket set is fine, and not the source of the oil leak. This leak tends to happen around the "cigarette" seals on either side of the block-shaped rear main bearing cap. The fix is to coat the sides of this cap and the mating surfaces in the block with a good quality sealing silicone made for the purpose prior to assembly and then to fill the space normally occupied by the cigarette seals with more of the same silicone after the cap is installed.



Pino with his tech session subjects. Photo by Anthony Tersigni.

To demonstrate some transmission issues, we had the gear sets from a worn-out transmission to look at. This particular transmission had badly worn synchros particularly on second gear. Pino explained that the synchro rings have a tough life because the physical size of the lower gears is quite large and therefore they are pretty heavy. This results in a lot of inertia for the synchro rings to overcome as gears are engaged, and results in these rings failing well ahead of the rest of the transmission. His recommendation is that we should be gentle on the transmission especially when cold, and use a high quality transmission oil meeting Alfa's specifications. One possible cure is to replace the larger gears with gears that have been drilled to lighten them.

Pino has encountered a lot of demand lately for conversions from SPICA fuel injection to carburetors. His feeling is that the job should be done with care and thoroughly starting a clean tank and fuel system. He also recommends using the correct factory throttle linkage and intake manifold intended for the purpose, and the use of a reliable low pressure electric pump along with a combined pressure regulator and filter to deliver gasoline to the carbs.

On the subject of camshafts, Pino is currently using two different Colombo & Bariani cam profiles for upgrades. The S1 has 10.1 mm lift and is much like the well regarded 105.48 factory cam, and the S2 has a higher lift of 10.9 mm. This is the maximum lift that can be used without relieving the follower bores for clearance. This makes for an easy conversion because no head removal or disassembly is required to fit these high performance cams.

Ferri to sell Alfas in T.O.?

by George Beston, Cobourg

On April 15, an article appeared in the Globe and Mail written by Bob English titled "1961 Alfa Romeo Curvaceous and Charming". In that article he described a conversation with Remo Ferri regarding his Sprint Speciale, (reportedly purchased at one of last year's Monterey auctions) that was on display this year at the Canadian International Auto Show in Toronto.

Here's a quote from Mr. Ferri of interest: "We're probably going to handle Alfa again and I think, like Ferrari, it's important to have some old ones to display, to connect with history, to tell people: look what we built."

Well, it's great to hear a direct quote to the effect that Alfas might actually be sold in this country in the near future – from someone in a position to make it happen. Keep your fingers crossed!

Phil Hill – A Remembrance

by Russ Baer, Monkton MD

After the 1985 Historic Races at Monterey California, I had the good fortune to be at a gathering where Phil Hill and Juan Fangio were honored guests. A friend, Richard Stafferton, asked me if I had gotten Fangio's autograph. He, like me, had never asked for anyone's autograph – but this was different. Typically unprepared, I had no pen or paper; but I found a discarded race ticket with some useable blank space and then approached Fangio. Fortunately another friend, Glenna Garrett, had stopped him for the same purpose. But I almost blew it. She took her pen ... which I retrieved. A few seconds later he was gone and I had my first autograph. When I next saw Richard, he asked me if I had, as he had, gotten Phil Hill's autograph. I looked at the ticket. With some reason, but no reasoning, I managed to complicate the matter of getting that signature in the only remaining space – beneath Fangio's – by turning the ticket so the signatures would be bookends, opposing one another instead of being ranked. I approached Phil Hill with the stub while mumbling something about his not having to sign below

Fangio. He was distracted by someone else for a second, and then turned back while commenting that he needed his reading glasses. He took them from his pocket and while putting them on seemed to realize what I was trying to do. He turned the ticket back around, wrote his name, looked at me and said "it would be my privilege to sign beneath Fangio". WOW!



I had another chance to approach Phil Hill who, at the time, was the featured speaker at our 1993 Alfa Romeo Owners Club convention in Baltimore Maryland. I related the autograph story to him and told him how much it meant to me. He apologized for not recalling the incident. Of course he wouldn't remember. He was just being himself, doing something as natural as breathing. He didn't realize he was doing something special.

There were lots of cool things that happened at that 1985 event: having the loan of a Giulietta Spider because a friend of Tom Sahines wanted to take it to Monterey – in hopes of selling it – but couldn't go (I borrowed it, and actually sold it); seeing Fangio blast around the track in the same 159 that he drove to his first world championship; being part of the gasping throng when he spun into the tire wall at the hair pin; getting to drive the Giulietta around Laguna Seca and freaking out at half race speed at the corkscrew; and, of course, just being there. But the Phil Hill encounter was tops. I still get emotional when I think or write about it.

Alfa Canadese Tours

by Sean Collins, Toronto

Niagara Wine and Falls Tour

The tour to the Niagara Region went off without a hitch. Our coach left the hotel on time and we headed down to The Horseshoe Falls where everyone had some time to explore the area and take lots of photos.



The Canadian Falls. Photo by Sean Collins..

Next, we loaded up the bus again & made our way to the Butterfly Conservatory. We witnessed close interaction with over 2000 exotic butterflies, some a little more than others as a few butterflies decided to take a rest on a couple of people. The conservatory seemed to be a new experience for many on the tour.



Photo from Niagara Parks Commission.



Photo by Sean Collins.

Our next stop was the scenic town of Niagara-On-The-Lake where everyone had free time to wander around, enjoy the shops and grab some lunch. After lunch we went to visit our first of two wineries, Jackson-Triggs. It's a very modern winery with beautiful new buildings.



Jackson Triggs Winery. Photo by Sean Collins.

We had a very informative tour of the facilities where we learned what's involved in the process of creating wine. This tour was followed by a formal tasting of a white wine, red wine and an ice wine. In these sessions, we learned the fine art of the swirl, sip, swish & swallow. Our last stop of the day was at a more traditional style winery, Peller Estates, where we skipped the tour and dove right into the tasting area before boarding the coach one last time to head home, just in time to join in the fun at the Welcome Reception.

Downtown Toronto City Tour

The following day, another coach picked up our group to head to downtown Toronto where everyone was given their ticket for the City Sight-Seeing Tour bus. Old English double-decker busses imported from London toured everyone around with the freedom to get off anywhere en route to enjoy the sights first hand & hop back on the bus to carry on as they saw fit. At the end of the day, everyone regrouped where we started for the coach ride back to the hotel. On the ride back it sounded like everyone had very different experiences: getting off at different areas of the city to see different sites; having lunch at different places, etc. It sounded like everyone found something to suit their individual interests and had a great overall experience based on the feedback received.



Thank you to everyone who participated in the tours. It was a lot of fun organizing them and I was pleased to hear they were well received.

Forums and Threads

by George Beston, Cobourg

A suggestion I received at the Toronto AGM was to invite members to let others know about forums or other sites they are following on the Internet. I like the idea because personally, sometimes I find that there is so much out there on so many topics, it's a bit overwhelming.

I have two favourites on the Alfa BB, both by members of the Toronto club. The first is Rossano Trevisan's epic on the restoration of his French Blue GTV. This posting is now more than forty pages long and has evolved into a thorough "how to" reference guide for body work and lately for creating a new wiring harness. It's a 'must read' for anyone contemplating such a project. Search the Alfa BB for "A French blue 69 GTV restoration".

Fabio Venier's thread on the restoration of his Giulia Super (My Giulia Super restoration story) is no where near as long, but it is also excellent

reading. Recent posts provide some idea of what's required to do a serious paint job in a home garage. In both cases the enthusiasm and passion of these members is palpable, and the end results when either of these project cars hit the road will be spectacular.

If anyone reading this has some favourites to point out to the rest of the club, I'd be happy to publish the web links. Come to think of it, it would be great to share these through the club's e-mail distribution list.

Alfa Romeo Art

by George Beston, Cobourg

Every once in a while, I discover something related to Alfas that becomes suddenly compelling. For this one, I can thank Norm Mort, a club member from Wellington, Ontario. He directed me to pinterest.com, a web site displaying the paintings of an artist in the Netherlands, Ed van der Hoek. Ed's work is somewhat whimsical and captures the essence of the automobiles portrayed in an interesting way. Being a round-tail enthusiast, I found this one irresistible ...



Ed van der Hoek.

... and yes, I did end up buying it as a 5.5x5.5 giclée print from etsy.com. By the time all was said and done, I think I have about \$25 invested.

I encourage anyone with an interest in Alfa art to check out these web sites. There are a number of Alfas portrayed, including a 2600 Spider, a Giulietta Spider and a GTV or two.

Upcoming ARCC Events

Regional representatives are requested to send your 2013 events calendars to the secretary or the editor for inclusion in the next issue.

Alfa Club of Edmonton

Date	Time	Event
March 12	7:00 pm	AutoObsessed
March 19	7:00 pm	Go Kart Racing
June 9	TBD	History Road - Reynolds

Toronto Chapter

Date	Time	Event
March 20	7:00 pm	AGM, Ocean Drive Motors
May 2	7:00 pm	Cruise Night – La Paloma
May 4	9:30 am	Pinarello Tech Session
June 6	7:00 pm	Cruise Night – La Paloma
June 14-16	TBD	Vintage Festival / Drive
July 4	7:00 pm	Cruise Night – La Paloma
July 20-21	TBD	Montreal/Ottawa Rendezvous
August 1	7:00 pm	Cruise Night – La Paloma
Sept. 5	7:00 pm	Cruise Night – La Paloma
Sept. 15	TBD	Rendezvous with Detroit
Sept. 29	TBD	Europa Rally
October 3	7:00 pm	Cruise Night – La Paloma
Nov. 30	8:00 pm	Holiday Dinner

Club Alfa Romeo de Montréal

Date	Time	Event
March 23	TBD	Sucrerie de la Montagne
April 20	7:00 pm	Supper Seminar
May 18	10:00 am	May Flower Fun Rally
June 15	TBD	Autocross with CADL
June 16	10:00 am	Veterans show
June 22	10:00 am	Summer Driving Tour
July 7	TBD	Fiat Breakout
July 20-21	TBD	Toronto/Ottawa Rendezvous
August 4	10:00 am	Baie d'Urfé Auto Show
August 24	10:00 am	Introduction to TSD rally
Sept. 8	TBD	Autocross with CADL
Sept. 29	TBD	Raduno Montebello
Oct. 19	10:00 am	Autumn Leaves Tour
Nov. 30	Noon	Holiday Party Lunch

Other Events of Interest

- Members' Tech Sessions
- Exposition de Voitures Anciennes, Laval, May 26
- Italian Car Day, Boyd Park, Woodbridge, July 6
- Italian Car Day Parade, Ottawa, June 15-16
- Grand Prix of Mosport, ALMS, July 18-21
- Unofficial Cruise Nights occur every Thursday evening at La Paloma, May to October



An SUV in our future? Meet the Kamal!

Alfa Romeo Club of Canada

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