



# ARCC UPDATE

May 2018

## *President's Letter*

by Alex Csank, Vankleek Hill

Alfisti,

Well, it finally looks like spring is really here to stay! Here in Vankleek Hill, every day the buds are opening and the trees, bushes, plants and grass are getting more green, vibrant and full. As I have written each and every spring, Monty, my trusty old 1985 GTV6 fired right up on the first crank. That marks the 7th year in a row – ever since we first met! So, after checking the fluids, adding a bit of air to the tires and warming up that beautiful 2.5L Busso V6, I eased the transmission into 1st gear and off we went for a brisk, but all too short a test ride. Wow! I sure DO love this wonderful old machine! Who says that old Alfas aren't reliable?

### *More Memories*

As I sit here writing today, with the "April Showers" keeping me indoors, I am reminded of yet another of my Alfa Romeo adventures. In 2008, I was living in Timonium, Maryland, a pretty nice suburb to the north of Baltimore that has easy access to some great roads. The local Alfa club (The Capital Chapter of AROC USA) ran some superb events, including an annual Springtime weekend road trip called the *Giro Di Campagna*, which took a small group of Alfisti quite a ways out into the beautiful countryside to the west of the DC/Baltimore area and up into the rolling Appalachian hills of West Virginia. Back then, I was driving a very fast Milano Verde, with a modified suspension, drive train and upgraded wheels and tires. Although that car was plenty of fun, this particular weekend's attendees were mostly four cylinder cars, including older Giuliettas, Duettos, GTVs, Spiders, a Berlina and even a gorgeous old 1.3L Lancia Fulvia Sport Zagato. So instead, I decided to bring the less powerful, but more graceful 1982 Spider.

On a Saturday morning in full sunshine and 20 degree (Celsius) temperatures, we left the heavily populated area just west of the DC Beltway early

enough to avoid most of the snarling traffic. With our tops down and windows open, we meandered our way across the rolling countryside towards the Appalachian Mountains. The weatherman was calling for a little rain, but it looked as if the bulk of the wet stuff wasn't going to catch us until late on Sunday, at which point we would be well on our way home to the city. Our drive out to the old Civil War Era Inn for our overnight rest stop near Franklin was beautiful and uneventful with some very well paved and twisty roads and plenty of elevation changes to keep things interesting! Arriving at the inn just in time for supper, we enjoyed the company of our fellow Alfisti and some great food and drink before eventually retreating to the comfort of our rooms. When we awoke to continue the next day's drive, it was just beginning to sputter a little but the clouds were pretty ominous. It seemed that Mother Nature had decided that it was just a bit too dry for her liking and, over the next few hours of the morning, she slowly but ever so surely cranked the tap to the full on position. Eventually, driving as a group on twisty roads became neither fun nor prudent. So we disbanded and headed for home. It was still quite a long drive back, and one beautiful Giulietta didn't even have a top, so the owners abandoned their car under an available covered roof at a closed garage and hopped into the backseat of a Berlina for the long ride home.



*Alex in the Spider headed home in 2008.*

The rain began to fall sideways and the sky grew ever darker. Luckily, the new convertible top, wiper blades and excellent tires I had recently

installed kept us reasonably dry and rolling down the road toward home. Our friends in the Berlina snapped a photo along the way, which captured the drive home very well.

On the new Alfa front, deliveries are happening everywhere, a new dealership will be opening in Ottawa, with some more new dealers in our Western provinces as well. While sales of the 4C have slowed (there are some great deals available!), Giulia and Stelvio sales seem to be doing well.

As you know via your local club emails, 2018 event planning is in full swing. By the time you read this letter, I'm sure that many of us will have already participated in at least some local Alfa events.

As always, please keep sending your feedback, and also your photos, articles and ideas for the newsletter. George Beston is always looking for our input for upcoming editions.

Rev high!

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## ***Toronto Chapter AGM***

by George Beston, Cobourg

As in some earlier years, our Toronto AGM was held at Ocean Drive Motors in Toronto's west end.



*AGM attendees at Ocean Drive Motors.*

The main news is that the Toronto group is solvent, and a revised slate of directors was nominated and acclaimed:

President	Frank Scalesi
Vice President	Maurizio Tacchi
Treasurer	Eugenio Bortoluzzi
Website & email	Adam Di Carlo
ARCC Update Editor	George Beston
Past President	Anthony Tersigni

Librarian  
Directors at Large

Dave Munro  
Ken Lee, Ian White,  
Maghed Ghali, Gord  
Zimmerman,

The balance of the meeting was a discussion of our calendar and the specific events.

Before the formal meeting we had an opportunity to refresh acquaintances and look over the mostly familiar cars in the show room. Frank Scalesi expressed our thanks to Danny Polumbo for letting us use his facility again this year.

## ***Session Technique – Des Sources Alfa Romeo***

by Jean-Michel Reysett, St Hubert

La session technique qui s'est tenue ce samedi 7 avril 2018, grâce à notre partenaire et ami Des Sources Alfa Romeo et leur spécialiste et ami-membre Germain Cornet qui nous ont si chaleureusement accueilli avec mimosa, espresso et biscotti en plus de nous permettre d'utiliser leur atelier, a été un vif succès.



*Session Technique à Des Sources Alfa Romeo.*

Plus de vingt-cinq des membres de CARM se sont présentés (même qu'un audacieux fraîchement débarqué au Québec est arrivé capote baissée mais avec une tuque sur la tête quand même) sans compter les amis du Alfa Romeo Club d'Ottawa (ARCO) et ont assisté aux trois différents ateliers:

1- Démonstration et détail de la technologie des Alfa moderne (Giulia Quadrofoglio et Stelvio) aimablement donnés par Aldo Mansueto le chef-mécanicien de Des Sources Alfa Romeo qui a patiemment répondu à toutes les questions;

2- L'équipe Pirelli est venu nous entretenir sur la technologie moderne des pneumatiques "run-flat" qui équipent les nouvelles Alfas;

3- Finalement Patrick nous a instruit sur ce qu'il faut surveiller et inspecter sur une "vieille" Alfa que Marc Faubert, président de ARCO, a spécialement descendue de Val-des-Monts pour cet exercice.

Tout cela a été suivi par des plateaux de sandwichs toujours bien entouré de Giulia, de Stelvio, de 4C, et de nos amis Alfisti bien heureux de se retrouver malgré le printemps qui tarde à s'installer et pouvoir jaser Alfa.

Encore une fois au nom de CARM je tiens à remercier Des Sources Alfa Romeo et Germain Cornet pour cet accueil, Aldo Mansueto, l'équipe Pirelli et Patrick Secco de nous avoir si bien instruit, sans oublier Michelle Cornet qui s'est prêtée en hôtesse.

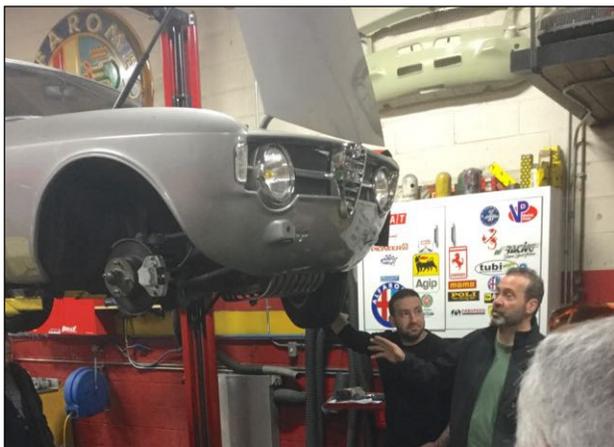
Au plaisir de se retrouver lors de nos prochaines activités.

## ***Toronto Tech Session – Pinarello Motori***

**by George Beston, Cobourg**

After a hiatus of a year or two, we once again held a tech session on April 22 at Pinarello Motori, given by Pino and assisted by Marco. Roughly twenty members turned out for this event.

A number of subjects were dealt with, mostly about 105 / 115 series Alfas and their engines.



*Tech session at Pinarello Motori.*

Regarding steering boxes, Pino discussed the issues that are found and how to deal with them. The most worrisome issue is that the cast aluminum steering boxes can develop cracks and even break apart under high load conditions such as very low speed or stopped steering or having a wheel slide into a curb. Pino described how cracks in these boxes can be welded using a jig to make sure that they don't warp from the process. Also, one of the neglected causes of stress on the steering box is the idler arm pin on the opposite side of the car. Over time this pin can become seized and that makes life much more difficult for the steering box.

Fortunately, a pin and bushing kit is available that allows a complete rebuild of idler arm assembly. It does require grinding welds to remove the old pin and welding in the new one, so this is a job best left to a professional mechanic.

Pino expressed confidence that new or used parts are available at this time that allow him to rebuild any part of these steering systems.

Another topic discussed was the dilemma faced by owners of SPICA fuel injected cars when it comes time to repair or replace the system. Rebuilding the pumps is possible through Ingram Enterprises and replacing the system with a carburetor setup is the other viable option. Both options are costly if done properly, so it really comes down to the choice of the customer; keep the car original with a rebuilt SPICA pump or do the conversion.

Other topics included some of the latest practices in cylinder head rebuilding and Pino's recent experience with the latest supply of oil pumps. I'm more convinced than ever that it really pays to have a very knowledgeable mechanic on my side when it comes to dealing with engine work.

Pizza was served to wrap up the tech session. Many thanks go to Pino for hosting this session, and to Marco for his contributions to the discussion.

## ***Alfetta – LED Instrument Lights***

**by George Beston, Cobourg**

Marc Faubert wrote up the exercise of converting the external bulbs of his Spider to LED bulbs. He planted a seed by mentioning that he might, at some future date, convert his spider's instrument lights as well.

This type of bulb appeals to me because they are bright and very reliable.

As fate would have it, I pulled my Alfetta's instrument cluster this winter to install a rebuilt tachometer. Because of the elegant printed circuit board that the Alfetta's instrument panel is based on, lights can be exchanged easily once the panel is on the bench without dealing with a jungle of wires and connectors. All the light bulbs used in the panel have a wedge base, and they are inserted into a fitting that turns into the panel and makes the electrical connection. There are two different bulb sizes. Here's an image of the bulbs and their holders.



*OEM Alfa dash bulbs. Photo by George Beston.*

There are nine smaller bulbs that illuminate the various warning or status lights, and there are four larger bulbs used for background illumination of the instrument faces.

As near as I can tell, the small bulbs are “#70 miniature bulb glass wedge base” and the larger bulbs are “wedge base bulbs 9.5mm”.

LED replacements for these are described as 74 LED bulb for the small bulb and 194 LED bulb for the larger one, according to the Superbright LED web site.



*74 LED above and 194 LED bulb at right*

It turns out that the 74 bulbs are available in many different colours. Accordingly, I was able to order red, blue, yellow and green so that I could match the colour of lens and source.

There was basically no suitable colour choice for the 194 bulbs, so I went with white.

I encountered two issues in fitting these bulbs. The **Cardinal Rule** in doing any automotive electrical work is to **always use fused power**

**sources.** I mention it because if I had simply stuck the larger bulbs in their fittings, it would have set up a dead short. The reader can observe that the electrodes for the larger bulbs need to be arranged with one of them on each side of the wedge. The 194 LED bulbs came with electrodes on both sides of the wedge, and were intended for an adapter such as the one for the smaller bulbs, with electrodes on both sides but placed at either end.

This was easy to fix by bending the electrode wires appropriately on the 194's. This allowed me to avoid breaking the **Prime Directive** of wiring work, which is to **keep the smoke in the wires!**

The second issue is something I was aware of from the start, and that is that polarity matters when using LEDs. I did my best to figure this out ahead of time. I got it right with the large bulbs because it was fairly easy to pick out the ground bus on the printed circuit board. For the status and warning lights it was a little more difficult. It helped to realize that the warning lights all connect to sensors that go to ground to light up the bulb. For the status lights I had to resort to trial and error by hooking the panel up to the connectors behind the instrument panel (without installing it) to check for correct polarity.

Here's an image of the instrument panel when I was done. The extra wires hook up to a pulse width modulation dimmer for the LED instrument lights. The dimmer replaces the switch and resistor combination that provided two levels of background illumination intensity in the original system.



The following image shows the finished results. The only surprise after all the bench testing was that the LED dimmer has no effect unless more than 12.5 volts are available from the electrical system.



*Lights all present and accounted for!*

## ***REVS Institute***

by George Beston, Cobourg

After the March *Update* and all the coverages of the Amelia Island Concours, I'm sure I don't need to remind readers that I visited Florida in March. For some time, I have been aware of what has been called the Collier Collection. I dropped by once a number of years ago and found that it was not open to the general public even though groups were allowed by prior arrangement.

Recently, a reorganization occurred and the collection became the REVS Institute, incorporating collections of automobiles and research materials to facilitate study of the history of the automobile and its effects on society. The big news for me was that it is open to the public provided that tickets are purchased in advance.

So, I picked a day and gave my better half the opportunity to make other plans for herself.

The REVS collection is located on a side street near the Naples airport. It contains more than one hundred vehicles including an extensive collection of early Porsches, a good representation of the Cunningham race and road cars from the 1950's, a number of historic American cars and some really rare race cars, particularly Dan Gurney's Eagle Westlake that he drove to victory in the Belgian Gran Prix in 1967.

But, this is an Alfa Club newsletter! Of course, there were Alfas there, starting with this beautiful TZ (described as a Giulia Tubulare Zagato, or GTZ) which was located just off the front entrance.



*REVS Giulia TZ.*

This TZ is equipped with a single spark Conrero-prepared engine, reportedly putting out 165 horsepower at 7500 rpm.

An 8C 2900 B Lungo was exhibited on the Alfa Romeo stand at the Paris Automobile Salon in

1938. It was hidden away during WWII by its second owner, Angelo Biemmi.

After hostilities ceased it was unearthed and sold to Alfa dealer Emilio Romano who then entered it into the 1947 Mille Miglia. Despite getting detuned due to a new rule disallowing superchargers, this car was the overall winner. That was the fourth Mille Miglia victory for the 2900, and the eleventh and last MM victory for Alfa Romeo.



*REVS 8C2900.*

A beautiful 8C2300 was also on display. According to Simon Moore, this example turned up in Florida in the late 1940's and had been in use as a gun carriage for hunting in the everglades. It came into the possession of Briggs Cunningham who had it restored, and it was later sold to Miles Collier. It has spent most of the last 70 years in the Cunningham and Collier museums.



*REVS 8C2300.*

I highly recommend the REVS institute as a destination for any enthusiast visiting the Naples area.

## Upcoming ARCC Events

Regional representatives are requested to send your 2018 events calendars to the secretary or the editor for inclusion in the next issue.

### Club Alfa Romeo de Montréal

Date	Event
May 20	Lunch with Scuderia Alfa Romeo Québec
June 2	Espresso, Biscotti and Waterside Drive
June 9	Grand Prix BBQ
June 10	Veterans' Salute
June 16	Italian Car Parade in Ottawa
July 6	Tre Colori Dinner
July 8	Fiat Breakout
July 20-22	Raduno Estivo, Kingston
August 8-12	<a href="#">Sempreverde 2018</a> , AROC Convention, Olympia WA
August 18	Road Adventure with ARCO
September 1	Espresso, Biscotti
September 8	Drive and Supper in Bromont
September 30	Raduno Montebello
October 6	Espresso, Biscotti
October 13	Fall Colours Drive, Oka Hills
November 24	Year End Dinner

### Alfa Romeo Club - Ottawa

Date	Event
May 19	Stelvio Test Drive and BBQ
June 16	Ottawa Italian Car Parade
July 20-22	Raduno Estivo, Kingston
August 8-12	<a href="#">Sempreverde 2018</a> , AROC Convention Olympia WA
August 19	Gatineau Hills Drive
September 30	Raduno Montebello
October 13	End of Season Drive and BBQ

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## Alfa Romeo Club of Edmonton

Date	Event
Second Tuesday	Monthly Meeting
April 17	Drive at Fast Track
May 12	Tech Session, Up Your Hoist
August 8-12	<a href="#">Sempreverde 2018</a> , AROC Convention, Olympia WA

## Calgary Alfa Marque Society

Date	Event
August 8-12	<a href="#">Sempreverde 2018</a> , AROC Convention, Olympia WA

## Toronto Chapter

Date	Event
May 6	Go Karts, Downsview
May 21	Pancake Run, Cookstown
June 3	Rattlesnake Point Run
June 17	Tour to VARAC Vintage Festival
July 8	Sun Collision BBQ, St Catherines
July 20-22	Raduno Estivo, Kingston
July 29	J Bird's Spider in the Garden, Ancaster
August 8-12	<a href="#">Sempreverde 2018</a> , AROC Convention, Olympia WA
August 12	<a href="#">Italian Car Day</a> , Woodbridge
August 26	Fiats on the Forks, Forks of the Credit
September 9	Niagara Wine Tour
September 30	Raduno Montebello
October 14	Fall Colours Drive, Creemore
November 24	Holiday Dinner

First Saturday of every month – Espresso and Biscotti at Des Sources Alfa Romeo in Montréal.

First Tuesday of every month – drop in Cruise Night at La Paloma in Woodbridge.

### Club mail

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