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To whom it may concern,

I'll first give you my overall impressions of the car and follow up with sections regarding specific aspects of the subassemblies.

I would characterize the car as a good driver with nice paint. The car has had previous front end damage that seems to have been concentrated on the right front. Repairs include nose panel work with overlapped panels, as well as partial forward front fender replacement on both sides. I should clarify that the way in which the panel repairs were done is not at the factory seams. The damaged areas in the nose skin were cut back to straight metal and repair pieces were lapped in over the remaining sections. This is also the case with the fender repairs. Normally, an entire fender would be welded on which would be all the way back to the door/A pillar seam. In this case, the repair seam is only as far back as to the center of the wheel wells. This style of repair is common practice. I'm not sure as to the extent of frame pulling that was performed but there is an upper adjustable control arm fitted on the right side and the left upper control arm has a bow in it and should be replaced with an adjustable unit as well. Additional damage appears in the right front "frame rail" as well as where the front cross member under the motor attaches to the upper control arm mounting points. This is visible in the pictures taken from beneath the car up at the right and left firewall sections. I don't see any movement of panels or seams that would suggest that there is any flexing of the chassis in this area. If this were my car, and I happened to have the engine out for repairs, I might be inclined to straighten the sheet metal some and put a few weld beads in for good measure, but I don't see any need for that at this time.

Regarding the inevitable rust issues affecting most Alfas, this car has had rust repair performed on floors, rocker panels and spare tire well. The spare tire well has a riveted in replacement unit. It has a small dent that may have been caused by a poorly aimed floor jack. The rocker repairs are visually close to stock with the exception of the rocker seam usually seen just below the rear door gap. The right side rocker has developed a crack from top to bottom in that area presumably from excess filler being applied to this seam. The cowl flex of these cars causes any filler applied in these areas to crack eventually, hence Alfa leaves these lapped seams exposed with only paint and or flexible seam sealer. Several sections of the floor have been replaced with rusted areas cut away and repair panels lapped and riveted in place. Additional areas have been repaired where the rockers meet the floor sections as well as jack points. These jack points have been repaired in different ways with square or round tubing as seen in the photos, but they do support the structure. There is also some corrosion visible in where the front lower valance meets the radiator support and front sway bar support member. There does not appear to be rust perforation and this area could be treated with a rust conversion product and stabilized. Front lower valance is wavy as are most do to the lowness of the car and parking berms. Finally, panel fit is acceptable, the doors being the most obvious at their limits. The rocker repairs on any Alfa can be challenging when it comes to getting door gaps and profiles correct. Some of fit might be made better by door hinge and latch adjustments. There is some light corrosion seen in the engine hood at the leading edge at the seam view from the

engine compartment - see pictures. Again, this could be cleaned up and stabilized with a rust converter product. Regarding the trunk lid, a little corrosion can be seen at the underside behind the plate light housings. This can be addressed as explained above. Also, the trunk lid hinge brackets show cracks on both sides as noted in photos. This is common and the cracks should be welded and touched up.

#### Electrics:

The washer pumps can be dismal at best, I forgot to check as they are a foot pump which most don't work these days. A universal electric pump can be fitted without too much drama if needed.

All switches and dash lights work fine, but on occasion, you have to flick the "beaver tail" switched back and forth to get a good contact, again, common.

Engine has newly rebuilt starter.

#### Cooling system:

The plastic cooling fan that attaches to the water pump has a couple of nicks in it that has probably been caused by age as well as contact with the plastic radiator shroud. This should be replaced in the future as they can shatter and damage the radiator. This should be done at the same time as motor mount replacement noted in "Engine" section.

#### Body and Safety:

Panel gaps and trunk hinges at noted. New convertible top. Perhaps strengthening of front cross member section as mentioned above.

#### Engine:

Engine mounts should be done - typical wear item. The engine sump is lightly contacting the sump guard because of sagging and can cause a vibration depending on engine load. Overall appearance of engine bay is typical of a "driver". Almost all Alfa motors/transmissions/differentials weep some amount of oil and this car is no different. The fuel injection pump has weeps as well, so do freshly rebuilt units! Engine starts and run well, if not somewhat rich. Brian will probably make some adjustments to this before pick up. Compression is strong, 190lbs in all cylinders. Engine is plenty strong with good torque, quiet as well.

#### Fuel System:

Fuel tank has been restored by "Renu". Most if not all rubber fuel lines have been replaced. No leaks noted and picture of rear electric fuel pump suggest new rubber mounts and straightening of splash guard may be in order.

#### Exhaust:

Exhaust system is tight and leak free. Perhaps some tweaking of rubber hangers can eliminate slight contact heard between rear exhaust and body on large bumps. There is also an indication of the rear exhaust pipe contacting the "trunnion arm" ever so slightly. This is very common and again, is remedied by adjustment of exhaust hangers and flange between center and rear exhaust sections. The aftermarket

“Ansa” rear exhaust gives a “throatier” tone and is a common upgrade. Keep in mind that Alfas are very sensitive to how the exhaust systems are installed. Resonance and other noises are tricky to eliminate if one does not take the time to carefully adjust all hangers and mounts.

#### Road Test:

The engine runs strong and the gearbox is very nice. The usual synchromesh problem associated with wear and abuse are not present. Second gear changes are smooth and noise free. It appears that the clutch assembly may be a relatively new replacement. Clutch hydraulics have been recently overhauled. Some minor wear in pivots but common. Differential is quiet and no wheel bearing noises were heard.

#### Driveline:

No driveshaft vibrations or u-joint issues felt. Take up from a stop are trouble free. Driveshaft center support/bearing assembly is quiet. Some slight sagging of rubber support is evident and quite common. No need for replacement any time soon.

#### Brakes:

The original twin brake booster assembly has been replaced with a single booster arrangement. Some hydraulic plumbing has been changed accordingly. Brakes and boosting work as expected. Recent front brake job has been done. Rear brakes show that brake caliper pistons have been sticking. Both rear calipers have one pad each that is at or near wear limit. Rotors are fine. Most often, caliper piston can be worked back and forth to free up without requiring rebuilt calipers to be installed. Also, rear brake circuit compensation unit (see picture) has a dent in it again suggesting a misplaced floor jack made contact with it. I don't feel the unit malfunctioning, but I also didn't do any heavy panic braking on road test to see if the rear brakes would lock up. Current owner recently rebuilt the floor mounted brake master cylinder. Rubber brake hydraulic hoses have been done recently.

#### Front Suspension and Steering:

As noted, left upper control arm should be replaced with an adjustable unit as the arm has a slight bend to it. Alignment could then be checked to see if additional work might be needed or adjustments made to the right front suspension. The right front wheel well shows that “wheel to fender liner contact” has occurred at some time and the caster arm adjustment seems to be locating the upper control arm with an extreme rearward bias. This can be checked/adjusted during alignment. Front sway bar bushings are well worn and could stand replacement if front suspension rebuilding is done in the future.

#### Rear Suspension:

Typical wear items at the rear are usually limited to rubber bushings such as trunnion and trailing arm bushings. All show normal wear and replacement is not warranted. The reaction triangle or trunnion bar does have two composite thrust washers that limit the rear axles ability to move from side to side under load. Both of these washers are missing, which is common after all this time. The only way to replace the stock pieces is to remove the arm, cut/press apart rubber bushings that are on each end of the arm, machine out the remainder of the bushings, then replace the rubber bushings and thrust washers. The rubber bushings that need to be destroyed in order to replace the thrust washers are almost never in need

of replacement. Our shop makes up a nylon washer insert that can be installed easily without disassembly to restore the unit. Owner has installed a pair of these..

Tires:

New tires with freshly painted wheels have been installed. The tires are Sumitomo HTR 200, size 185/70/14. The spare is an older tire with good tread and the wheel has good paint.

Please feel free to call me if you need any additional clarification of my notes.

Sincerely yours,

Michael Wrigley

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