



# ARCC UPDATE

January 2014

## President's Letter

by Alex Csank, Ste. Anne-de-Bellevue

Wow, is it ever *WINTER!* This winter has hit us here in Montreal and almost all of the rest of Canada with a great big hammer! Of course we are Canadians and must expect just about anything that gets thrown at us between November and May, but we are approaching or exceeding records just about every day. Having said that, Happy New Year to all of you! It is my hope that the coming year will provide you with much Alfa fun.

In Montreal, Edmonton, Toronto, Ottawa and other places where *Alfisti* gather in this vast land, we are now, or soon will be busy trying to put together a calendar of fun club events. These events are a great way to have some fun with our cars, our families and our *Alfisti* friends, old and new. As you have seen, each month's newsletter has a list of the major events for the Montreal, Toronto and Edmonton clubs, and we are hopeful that we can add more locations to the list soon.

The newsletter is a great way to make sure that all ARCC members are made aware of our local club activities, but there are plenty of other avenues as well. In Montreal, we have a regular monthly email update, a facebook page and a website [www.clubalfaromeodemontreal.com](http://www.clubalfaromeodemontreal.com). I try to update each of them at least monthly. I also manage the ARCC facebook page and can add any information, events, stories or photos any member wishes to share with the electronic Alfa Romeo world or you can add it yourself. Another great tool is the Alfa Romeo Bulletin Board ([www.alfabb.com](http://www.alfabb.com)), which is a huge internet forum with almost 55,000 members world-wide. They have a section set up for Canadian *Alfisti* at <http://www.alfabb.com/bb/forums/alfa-romeo-club-canada-arcc/>. If you join that forum, you can contribute freely to the content. Additionally, the ARCC website is available at <http://www.alfaclub.ca/>.

I have already received information about some major Italian car and Alfa Romeo specific events planned for this year. These are all fun events and I hope you will consider attending at least one of the following:

**10 May:** Montreal City Tour and Italian Car Rally (Multi-Club event)

**28/29 June:** Proposed 2nd annual ARCC Rendezvous (Kingston area – local club drive to Kingston, group supper, breakfast and ARCC meeting, local club drive home)

**6 July:** Montreal FIAT BREAKOUT – multi-club Italian car show with music, food and drinks

**10-13 July:** Fiat Freakout – Fiat Club USA annual convention – Chicago area

**23-27 July:** Alfa Romeo Owners Club (AROC USA) annual convention – Detroit area

**28 September:** Raduno Montebello (Drive to Chateau Montebello near Ottawa, multi-club Italian car show)

Please send George Beston your event calendars for 2014 soon! As always, I encourage you to send me your input so that we can work to make your club even better. You can reach me at [alfaromeodriveralex@gmail.com](mailto:alfaromeodriveralex@gmail.com) or by phone at 514-771-9513.

Rev High!  
Alex



*The way we used to handle winter! Image provided by Alex Csank.*

## ***Goodwood Revival September, 2013***

by Dave Creer, Richmond Hill

### ***St. Mary's Trophy – Saloon Cars from the Sixties***

This race was run over two days, with the cars having a different driver each day. Driver names are given in order of day. Final results are based on the total timed result.

The first day started with four Alfa Romeos, and three 1963 Ford Galaxy fastbacks with 427 motors. During the first day Jochen Mass/Bill Shepherd in a Galaxy led for much of the race, starting from the fifth position on the grid. He was challenged by the GTA of Frank Stippler/Alex Furiani who had started in fifteenth, but managed to work his way through the crowd. Not only did Stippler challenge Mass, he actually took the lead for a while. Unfortunately towards the end of the race Tom Kristensen/Michael Steele who had been biding time (and saving tires) in another Galaxy took the lead in a hard charge. Stippler managed to stay in second until the end of the race. He finished second, less than a second behind Kristensen, followed by Mass.

On the second day, The Mass/Shepherd Galaxy took the lead at the beginning, with the Stippler/Furiani GTA close behind. The only incident that slowed the lead Galaxy occurred when a Giulia Ti Super knocked a Mini Cooper off the track causing a few laps under caution. This may have slowed the lead Galaxy enough to affect the combined results. The Mass/Shepherd Galaxy came first, followed by the Stippler/Furiani GTA, and the Kristensen/Steele Galaxy.



*The winning GTA hot on the tail of the Kristensen/Steele Galaxy. Photo from 8w.forix.com.*

The combined results gave the outright win to the GTA of Stippler/Furiani (51:17.620), second to the Kristensen/Steele Galaxie (51:27.506) and third to the Mass/Shepherd Galaxy at (51:32.087).



*The victorious GTA being positioned in the paddock area. Photo by Joan Creer.*

### ***Barry Sheene Memorial Trophy 500cc motorcycles raced between 1948 and 1966***



*The Norton Manx ridden by Guthrie /Labushange. Photo by Joan Creer.*

This race also occurred over two sessions, with different riders as per the previous race. Fourteen of the thirty entrants were the famous Norton "Manx", in production from 1947 to 1962. Two riders were on MV Agusta 500/3s, in production from 1966 to 1974. In fact, this was the "old versus new technology" story of the '60s; the single cylinder Manx, versus the three cylinder MV Agusta. This was a very exciting race with the lead changing frequently; on the first day, one of the MVs had an accident, but was ready to race the next day. On the last lap, the lead changed giving

the combined win to the MV Agusta 500/3 of Mick Grant/Gary Johnson – by less than a half second over the Manx of Michael Russell/Michael Rutter.



*A brace of pretty Giuliettas found in the Paddock area. Photo by Joan Creer.*

### **Bonhams Auction**

This was a very good weekend for Bonhams. The total sales of their auction were £14.5 million, including the ex-Tazio Nuvolari 1935 Tipo C '50013' at £5,937,500 which is a record price for any Alfa Romeo.

## ***Alfetta Engine Rebuild***

**by George Beston, Cobourg**

It's been a long time coming. After more than thirty eight years and 140,000 miles, the time has come to rebuild my Alfetta's engine. This was not an easy decision. This engine has been running well and not burning any more oil than it always has – about a litre every 900 miles or so.

The problem? Oil leaks. For the last couple of seasons I've been aware of oil leaking from the head gasket, especially at the oil passage to the centre cam bearing on the exhaust side. Add to that, there has been slight oozing of oil from the other passages to the cam bearings and from the front crankshaft seal. These are in addition to a leak at the front cover which has been an issue for many years. I could always put up with the mess and the drips on the driveway, but I believe those who have told me that it's only a matter of time until the leaks at the head gasket result in oil getting into the cooling system. At that point the Alfetta would be out of service until everything was put right. That could mean a loss of use for an entire season if I tackle the job myself, or a substantial unplanned expense to get the job professionally done in a timely manner. Tackling the oil leaks means that the head and front cover have to come off. Considering the age and mileage, it's not hard to justify going all the way to a full rebuild including new rings, pistons and liners and bearing shells.

As I approached this project, I did consider alternatives. A twin spark engine would be nice given

the extra power in its original state of tune, never mind the opportunity for increased power with some modifications. The twin spark would be a perfect fit, but these engines are a little scarce in this part of the world. I used to have a 2.5 litre V6 Milano engine and gave a lot of thought to planting it in the Alfetta, but I never did warm up to rebuilding it and doing the conversion. The thought of alternate engines did cross my mind as well. There is one crate motor out there that had some appeal – a 190 hp Ecotec 2.4 litre General Motors engine from Turn Key Engine Supply in California. The trouble with that option is that I would have to get my hands on the engine before I could determine if it would fit, or how much work would be required to make it fit. So, I've settled on rebuilding the original engine. It's a known quantity, with no mystery as to its service history. It also has the advantage of keeping the car more original than any of those other options.

The first step towards rebuilding the engine is to remove it from the car. Well, in an Alfetta that's quite a chore. It starts with the removal of the exhaust system and the drive shaft. I contemplated driving my Alfetta to a reputable shop, having them remove the exhaust and drive shaft, and then flat bedding it home for further work. A reasonable thought, but the cost of transporting the Alfetta home and then back again later for the replacement of these pieces was prohibitive at around \$500.

Fortunately for me, the owner of the property where I have stored cars for many years allowed me to use his two post hoist for the purpose of getting the drive shaft out of the car. In a situation like this it's a matter of doing what must be done, but I must admit I'm much more comfortable doing work like this at home where I can pause and think or ask others when I encounter obstacles or, in this case, the incomplete instructions in the factory work shop manual.

Oh well, I'm smarter now, and the re-installation will go a lot more smoothly (and surely more slowly) when the time comes.

The Alfetta came home again with a \$100, 8 km ride courtesy of a local tilt and load towing service. Once it was up on my scissor lift, I found that engine removal was also a real challenge. Some of the difficulty was related to the fact that my garage has limited overhead clearance. With the hood and exhaust headers removed and all accessories off the engine, it took a lot of careful manoeuvring with both engine hoist and scissor lift to get the job done. The engine had to be lifted and tipped back "just so" in order for the bell housing to lift up and over the cross member and steering rack. Once clear of the steering rack it needed to be levelled front to back and then rotated clockwise on its vertical axis to come out of the engine compartment. I'd sure like to see a video showing how

engine installation was handled on the production line!

Now it's a matter of acquiring the parts required for the rebuild and lining up a machine shop to do the cylinder head rebuild.

I feel some satisfaction to make this much progress so early in the winter season. Having said that, I need to keep up the pace so that the project doesn't drag on into the start of the driving season.

Here's the extent of my progress before the holidays. There's no turning back now!



*Photo by George Beston.*

All that space in the engine compartment sure looks inviting. Does anyone have a spare Montreal engine they'd like to donate?



*Photo by George Beston.*

## ***Upcoming ARCC Events***

Regional representatives are requested to send your 2014 events calendars to the secretary or the editor for inclusion in the next issue.



*Some lucky youngsters got a 4C Ride'em car for Christmas! Image provided by Alex Csank.*

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