



ARCC UPDATE

May 2015

President's Letter

by Alex Csank, Ste. Anne-de-Bellevue

Spring has finally sprung! Hopefully, the winter has been kind to your Alfa and has kept it nice and fresh for another season of great drives. Here in Montréal, the leaves are opening and every day the greening of the trees, grass and other plants is getting more vibrant and full.

On the new Alfa front, 4C deliveries are happening everywhere, and now many folks are expecting to hear the news about the next models and when they will be arriving in the showrooms. I haven't yet driven a 4C, but plan on doing so before the summer is upon us. Local club event planning is in full swing and by the time you read this letter, many of us will have already participated in some of the scheduled May events.

Here in Montréal, planning for the 50th anniversary party for the Alfa Romeo Montreal in 2017 is underway. Germaine Cornet, long time Alfa Montreal owner and member of the international Montreal owners group is leading the planning efforts and has got some great momentum going already. And speaking of long term plans, the US Alfa Romeo Owners Club appears to have pre-selected Montréal as the location for a combined US-Canadian convention to be run by the Alfa Romeo Club of Canada and the Club Alfa Romeo de Montréal in 2017 as well. We are looking at doing something very similar to the very successful *Alfa Canadese*, the 2012 convention which was held in the GTA and run by the Toronto club. Expect to hear more about this major event as it draws closer.

This year, we will be holding our third annual *Raduno Estivo*, a summertime gathering and regional convention which we have been holding in Kingston, within a half day's driving distance from Toronto, Ottawa and Montréal. For this year's event, scheduled for the weekend of the 22nd and 23rd of August, we are looking at the possibility of holding our Saturday "Meet-n-Greet" supper somewhere in beautiful Prince

Edward County. After that, we will head into Kingston where we will spend the night. The following morning, immediately following breakfast, we are planning on having a Gimmick Rally, followed by a Concours, and then finish our activities with a relaxed awards lunch, after which the various clubs would head away towards their homes. In order to help facilitate planning, please let us know if you are planning to attend by filling out the enclosed form and either mailing it or scanning it and sending it to me. For mail, please use the following address: Alex Sandor Csank, 4 rue St-Étienne, Ste-Anne-de-Bellevue, QC H9X 1E9, or send the scanned form to alfaromeodriveralex@gmail.com. I appreciate your assistance.

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

Rev high!

Alex

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Toronto May Cruise Night

by George Beston, Cobourg



Photo by George Beston.

Our first cruise night of the season was greeted with an "iffy" weather forecast, but we had a reasonable turnout, all things considered.

The highlight of the night for me was a beautiful 916 GTV that joined us for the evening. Pat, its owner, has done a significant amount of work to enhance the car and make it his. Below is a shot of its well prepared engine compartment.

This is not a model we're going to see very often, given that it's equipped with a twin cam three litre Alfa V6. The best part of this Alfa is something that can't be communicated in this medium. Its exhaust note is deep and smooth thanks to an aftermarket exhaust system from Germany. It's the best exhaust sound I've ever heard from an Alfa, bar none.



Photo by George Beston.

Twin Spark Engine Notes

by George Beston, Cobourg

In April, Gord Zimmerman invited me to observe and help him do some work on the engine in his partner Sue's new (to her) 916 Spider. This Corporate two litre four cylinder engine bears no resemblance to the traditional Alfa Romeo four cylinder engines as used beginning in the late the 1950's as a 1300 in Giuliettas, and ending in the to the '90's as a two litre in the 115 series Spiders. For this reason I was curious about how the newer engine works and what it looks like when it comes apart a little bit.

Gord's plan was to change the cog belts on the front of the engine and the "variator" or cam timing adjustment device which fits onto the front of the intake cam. After a lot of research on relevant web sites, Gord accumulated the necessary parts and factory tools to do this work, and along the way decided that this would be a good time to replace the water pump and the belt tensioners.

The first thing to strike me was that some new tools would be required if I wanted to work on one

of these engines, specifically a couple of different sizes of Torx tool bits.

Getting at the camshafts includes removing a cover on top of the engine, removing the coil pack /spark plug connectors, and then removing the cam cover itself. Each stage involves removing a number of cap screws with either hex heads or internal Torx heads. In the picture below, the one piece bearing girdle that covers both cams at the front has been removed, as have all the bearing caps for the intake cam.

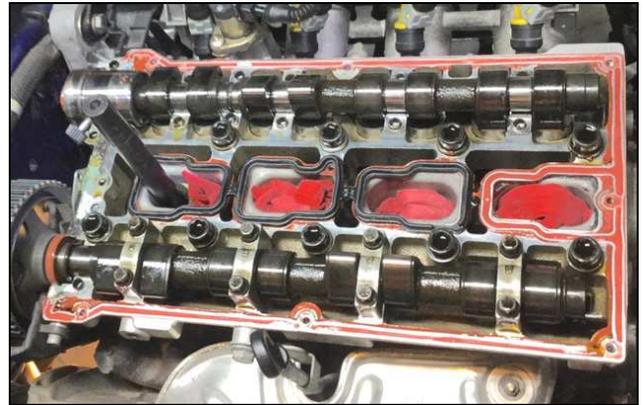
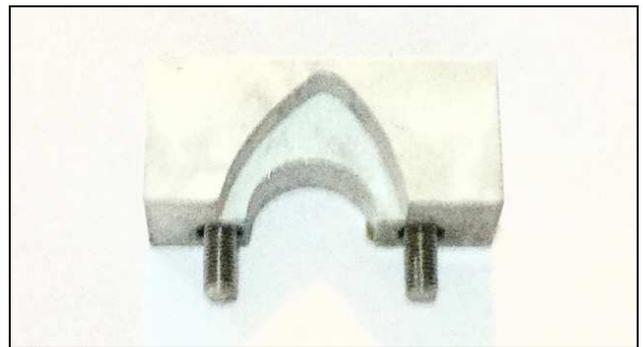


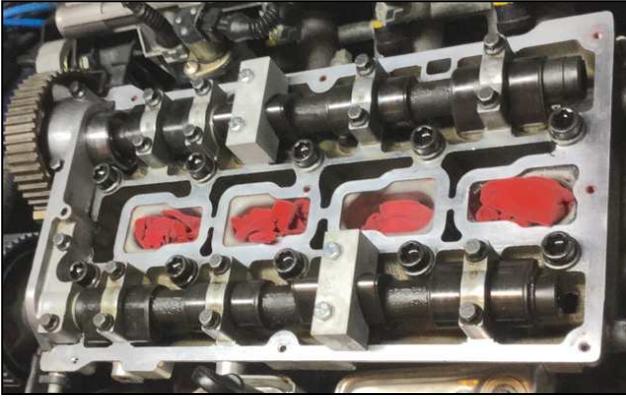
Photo by George Beston.

Note that both cams have a bearing at the front and a bearing between each set of cam lobes. The intake cam has an additional bearing near the front that facilitates oil pressure supply to the variator via an ECU controlled solenoid. The older "Alfa Nord" engines make do with three bearings for each camshaft.

I have heard many anecdotes about the difficulty of maintaining cam timing with cams such as these when the cog belt is being replaced. I really like the answer in this situation. It involves ensuring the #1 piston is at TDC at the end of the compression stroke before the work even starts, and then installing cam locks on each camshaft. The lock is made to be installed in place of one of the bearing caps on each cam.



This is what the cam lock looks like. Photo by George Beston.



And here's how the top of the engine looks with both cam locks installed: Photo by George Beston.

The locks take all the guess work out of the equation. The final synchronization of cam cog wheel and the belt is done by loosening three bolts holding the cog belt pulley to the end of the variator and adjusting the wheel's position by taking advantage of slotted holes in its front face, and turning it slightly until the belt and pulley teeth line up perfectly. Tighten down the three nuts to their torque specifications, and cam timing is done.

This is a hugely different process than is used on the chain driven cams of the older engines. It's much easier than working with lock tab washers, vernier holes, bolts, castle nuts, cotter pins and a cam turning tool.

The offsetting difficulty is that more work has to be done to get access to the cam drive belt. The serpentine accessory belt has to be removed first. Next, the moulded plastic belt cover on the front of the engine has to come off in tight quarters, then the belt for balance shafts, and finally the belt driving the cams and water pump. All three belts have individual tensioners which must be dealt with to get them off and back on again. The cog belt tensioners require the use of special tools to release them. Here's what the view is like before the cam belt comes off.



Photo by George Beston.

In all, the process of changing belts on this twin spark engine is doable, but requires some patience and special tools to get it done.

Toronto Chapter AGM

by George Beston, Cobourg

Once again the Toronto Chapter AGM was held at Ocean Drive Motors. Due to benign weather we had a good turnout of twenty five or so members. Ken Geiger even showed up driving his Giulia Berlina.

For the formal meeting, we got a financial update from Treasurer Ken Lee (we're flush); there were no changes in the makeup of the Directors; and we discussed the events for the coming season. Refreshments were organized by Anthony Tersigni and Frank Scalesi. Many thanks to our host Danny Polumbo of Ocean Drive Motors and to Anthony and Frank for doing the organizing.

The informal part of the meeting consisted of many casual conversations and updates on our off-season projects. The showroom contents changed quite a bit from last year, and it was good to see one familiar car, the ex-Dave Creer Giulia Spider, sitting there on display and looking very good.



Ex-Dave Creer Giulia Spider at Ocean Drive Motors. Photo by George Beston.

Upcoming ARCC Events

Regional representatives are requested to send your 2015 events calendars to the secretary or the editor for inclusion in the next issue.

Club Alfa Romeo de Montréal

Date	Time	Event
January 24		Annual Meeting and Lunch
February 21		Tech Session
March 28		Cabane à Sucre
April 18		Lunch Meeting
May 9		Springtime Tour
May 23		Laurentians Fun Rallye
June 6		Grand Prix Expo (Club Fiat)
June 7		Grand Prix Expo, Barbeque
June 14		Fathers' Day Veterans Tribute Car Show
June 21		Fathers' Day Tribute Car Show
June 20-21		Ottawa Italian Festival
June 22-28		AROC USA Convention
July 5		Fiat Breakout - Montréal
July 25		Mid-Summer Drive
August 8		Italian Car Day, Woodbridge
August 22-23		Raduno Estivo, Kingston
Sept 12		Super Auto Show, Mirabel
Sept 19-20		Lake Placid Road Trip
Sept 27		Raduno Montebello
October 3		Vineyard Tour
October 17		Fall Colours Drive
November 28		Holiday Party

Alfa Romeo Club of Edmonton

Date	Time	Event
April		Best Engine tour
May 2		Tech session – "up your hoist"
June 21		Solstice Rally
August		Viva Italia
Sept 12		Concourse

Toronto Chapter

Date	Time	Event
May-October, First Tuesday	7:00 pm	Cruise Night – La Paloma
May 18		Victoria Day Pancake Drive
June 21		VARAC Vintage Festival
June 22-28		AROC USA Convention
June 28		Rattlesnake Point Run
August 8		Italian Car Day, Woodbridge
August 22-23		Raduno Estivo, Kingston
Sept 27		Raduno Montebello

Calgary Alfa Marque Society

Date	Time	Event
May 24		Airport Tunnel Car Show
May 29		Garage Tour
June 14		Reynolds Museum Show
July 19		Stanley Park European Car Show

Alfa Romeo Club - Ottawa

Date	Time	Event
May 9		Springtime Tour
May 23		Laurentians Fun Rallye
June 20-21		Ottawa Italian Festival
Sept 27		Raduno Montebello

Alfa Romeo Club of Canada

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