



# ARCC UPDATE

December 2015



## *Season's Greetings ~ Joyeuses Fêtes*

### ***President's Letter***

by Alex Csank, Ste. Anne-de-Bellevue

Alfisti,

Winter is here and the holiday season has most of us busy with family gatherings and other events,

while our Alfas hibernate silently. Although I am among those who actually enjoy winter, I am already looking forward to the 2016 Alfa driving season and all the fun events being planned here in Montreal, and in other places like Woodbridge, Ottawa, Kingston, and even as far away as Nashville Tennessee! That is where next year's

Alfa Romeo Owners Club (AROC USA) convention will be held. Maybe I ought to dig out my cowboy boots and Stetson and throw an old guitar into the GTV6 to go with my usual fuzzy dice and bongos?

Besides putting together a 2016 calendar for our Montreal club, I met with the 'AMICI' association last month in Kingston to discuss and coordinate next year's plans with the leadership teams from most of the other Italian car clubs from Montreal, Ottawa and the GTA. It was nice to see Anthony Tersigni and Marc Faubert from our Toronto and Ottawa clubs there as well. Based upon the results of that meeting and information available from other sources, there's a list in the *Activities* section of this newsletter of the major ARCC and other events for the Montreal-Ottawa-GTA region planned for the 2016 season. Please make room in your calendars to attend as many of these fun events as you can.



*Jean-Michel Reysset. Photo by Alex Csank.*

I would also like to take a moment to welcome the newly-elected President of Club Alfa Romeo de Montréal (C.A.R.M.), Jean-Michel Reysset, who will be taking my place so that I can focus on our national club and our upcoming international convention in 2017. Best of luck Jean-Michel!

If you would like to help out with the planning for ALFA EXPO 2017, please let me know. We have lots of work left to do.

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!

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## ***1965 GTA Time Capsule***

**by Ken Geiger, Toronto**

In late 1965 the Sports Car Club of America (SCCA) announced a new race series for sedans. The Trans Am, as the series was called, would have two classes, an over 2 litre class and an under 2 litre class. The then newly popular, so-called American "Pony Cars", would run the over 2 litre class and small bore, mostly European cars, would run the under 2 class.

Alfa Romeo responded to this news with a press release and notification to the Alfa Dealer network that it would promote its lightweight Giulia Sprint GTA in this series with purchase incentives and prize money.

With two known LHD GTAs already in the USA, Alfa prepared to send four more LHD Auto Delta factory GTAs to the USA for the Trans Am inaugural event at Sebring in March 1966. Alfa Romeo also sold fourteen RHD GTAs to the USA distributor, Alfa Romeo Inc. in Newark and started having them prepared at Auto Delta for the Trans Am. These fourteen were offered to the dealer network and campaigned by them or sold on to clients. Several RHDs were ready and participated in the Sebring event and others arrived later.

Why RHD GTAs? Well, the RHD GTA was thought to have a weight distribution and handling advantage on the clockwise running USA race courses. Of those fourteen RHD GTAs, twelve are thought to have been Auto Delta prepared Corsas, one is thought to have been USA dealer prepared and the other, GTA 752647, remained a Stradale. These 13 RHD GTAs and the six LHD GTAs brought Alfa Romeo the Trans Am Championship for the Under 2 litre class in 1966.

By the end of the 1967 Trans Am season, (dominated by the Porsche 911), the RHD GTA Stradale remained unsold at an Ohio Alfa Dealer.

The Bill of Sale for RHD GTA 752647 from dealer Autosport Inc. in Ohio, indicates that it was sold to Dirk Hunter on Oct 21, 1967. The Alfa Romeo Document Centre indicates that 752647 was built July 27, 1965 and sold to AR Inc. Newark on April 2, 1966. Alfa Romeo built only 50 RHD GTAs spread over a range of about 190 possible serial numbers.

Mr. Hunter, a southern Ohio gentleman farmer, used 752647 sparingly but briskly until about 1979, amassing only 18,000 miles on her. She remained in the Hunter family moving only between various types of storage until 2015.

I became aware of 752647 in 2008 when Derek Hunter, son of Dirk, posted information and details about her on the Alfa Bulletin Board. He was considering a restoration and seeking advice. I have since learned that others in the GTA community have been aware of her since the early 1980's and there have been other attempts to purchase her both before and after Derek Hunter's post to the Alfa BB. It remained unsold as the Hunter's were so attached to it.

This past March while touring Indonesia I received an e-mail from Roman Tucker, noted GTA expert, that he had been in touch with Mr. Hunter, (on behalf of another client who decided against 752647), and found that Mr. Hunter was now motivated to sell this family heirloom.

Having just sold RHD GTA Corsa 752507, I was in a position to understand the potential and act. So on May 5, 2015 Roman and I journeyed to southern Ohio to inspect and then purchase 752647. That same day she was trailered back to Roman Auto Prep in Attica Michigan to get her up and running.



*Photos by Ken Geiger.*

What we found was a virtually intact and original GTA Stradale that had suffered over the years in some not-so-good storage. She was structurally sound with rust in lower areas, rotted tires and

exhaust, loose suspension joints and a seized engine.

I wanted to present GTA 752647 at the 2015 Alfas at the Glen, *50 Anni Della GTA*, event at Watkins Glen International raceway in July 2015, so work was begun in earnest to get her mechanically sound and running.

The engine was pulled and fitted with new pistons and liners, as two of the original pistons were seized. New main and rod bearings were installed and the valves lapped. The 45 DCOE 14 carbs were sent to Gordon Raymond for cleaning and servicing and remounted with new rubber mounts. The distributor was exercised on a dizzy machine and was found working.

New 165-HR14 Pirelli Cinturato tires were ordered from Longstone Tyres in the U.K. and fitted to the 14x6 Campys. A new exhaust and other small parts were ordered from Classic Alfa. Roman Auto Prep supplied the engine seals and other parts.

We replaced all oil and grease seals on the GTA even though the originals were found still pliable. We also replaced all the suspension ends, joints, bushings, rear axle bearings and re-packed the front wheel bearings. The front Dunlop brake calipers and rear Dunlop slave cylinders were rebuilt and the rear Dunlop mechanical calipers serviced.

Andrew Watry quickly sent us an air breather crossover tube and Larry at Alfa Parts Exchange sold me a used correct chromed steel one-piece rear bumper.

Cleaning consisted of removing years of mouse habitation, vacuuming and cleaning upholstery and a wash. She was then sent to The Glen by trailer.



*Interior and Sebring mirror with new glass. Photo by Roman Tucker.*

What was presented at Alfas at The Glen was an original, as found, RHD GTA with faded paint, many small dents, rusted floors and an interior in need of attention.

She was well received and I was able to drive her for the first time around the Glen's infield and have a photo shoot done for a possible article elsewhere.

I plan to have the floors repaired and upholstery managed, keeping as much original as possible, as I plan to leave this GTA much as she is, preserved not restored, but safe to use on the road and at club track events.

A few notes of interest about this "as original GTA Stradale". There was no brake booster, oil cooler or seat belts installed. The intake manifold was chamfered to 45 mm but its runners were rough as cast, not polished as expected. The cams were not marked with GTA numbers but the lift/duration was not checked. The pistons looked nothing special and are certainly heavier than the modern replacement although maybe with a higher dome. What does all this mean?



*Engine bay after cleanup. Photo by Roman Tucker.*

When I sold Trans Am racer, RHD GTA Corsa 752507, I thought I would never own another GTA. As significant and important as 752507 is, this GTA 752647, a time capsule of sorts, has its own unique appeal. A most pleasant turn of events for me.

*Author's note: My statements about the Trans Am are based on my current understandings (after 30 years of study) and are subject to change as more information comes to light.*

## ***Spider Quadrifoglio – A Shocking Experience!!*** by Elio Comello, Camlachie

In 2005, at 65K miles I decided to replace Martellina's original SPICA shocks. An opportunistic set of "good used" Sachs/Boge gas shocks were fitted with great results. After 10 years I began to notice that those shocks seemed to be developing a "dead band" (needed travel before dampening happened). Thus began the

quest for replacement shocks. Konis, Bilsteins, KYBs and OE replacements were considered. I found that a book could be written on this shocking subject, i.e. stiff shocks causing mounts to fail, opinions on stiffness settings, "custom Bilsteins" from a UK supplier and gas shock effects on ride height. Price, who in fact makes OE spec shocks today, as well as the fact I am not an aggressive competitive driver helped narrow my choice. I decided to go with KYB Gas-Adjust shocks. You will not find cross reference for our cars, but the AlfaBB touts that KYBs (front KG 4616; back KG 5517) are widely available from online parts suppliers. Generally, the comments from fellow Alfisti were positive for this option. It should be noted that the KYB looks like a "standard" shock and does not have the rubber bellows that shields the exposed polished shock piston shaft.

By a fortunate coincidence I bought a set of KYB shocks from a friend and fellow Alfista who was replacing them after one season with a set of Koni Reds. These shocks did not come to me with the original mounting hardware. Not to worry ... I called KYB customer service and they shipped, at no cost, replacements for the "lost" hardware.

Early in the 2015 driving season, I replaced the front shocks without issue. I confirmed that the takeoff shocks, though they had passed the bounce test, exhibited the 3/8" to 1/2" "dead band" I had suspected and found it very evident on the left front shock.

I write this to share my experience and findings in replacing the rears. First I noted that the new rubber bushings that fit on the top of the shock tower (see picture) do NOT fit the hole. The solution was to have a local machine shop enlarge the hole to fit the diameter of the bushing.



*Photo by Elio Comello.*

Items on the left are the shock tower and a KYB bushing. Note that the hole in the tower is smaller than the rubber bushing insert diameter.

In the middle, there are two KYB bushings one up one down (4 are supplied for each shock, 2 top 2 bottom). Note the different insert diameter on each side.

Next, as I inserted each shock into the tower I found one would not slide in easily to bottom the bushing. Inspection revealed that the upper shock outer shell welds had burrs that were causing binding with the id of the shock tower. I took a file and removed the surface burrs and the shock slid in easily. The trailing arm mounting bushings also posed a fit challenge ... my solution was to reuse a set of good "correct" bushings which I had in my collection. These are shown on the right in the image above. Obviously proper fit of the shock in the tower, bushing alignment and fit into the mounting points is essential.

I am very pleased with the performance of the new shocks and for sure I would recommend them. I hope sharing my shocking experience helps. Now with the new shocks and a chassis stiffener I can say that Martellina's suspension, ride and road performance are great. Now to the other items on my Quad to-do list ...

## ***CARM News***

by Alex Csank, Ste. Anne-de-Bellevue

Our party was fun. As usual, we had a 'Pot-Luck' style meal and everyone attending brought some great foods! We ate and drank and eventually played our usual gift-exchange game. After what seemed like very little thievery and horse-trading (which is what makes it fun!) during the early stages, the game got much more lively towards the end. Thanks to everyone for the imaginative and interesting gifts.

We have a new event calendar for 2016, which appears on the back cover page of this update. Some events may change or evolve over the course of the year ahead, but there will always be more details available on our website and Facebook page, and local members who are on our email list will receive our regular monthly updates via email. If you can, please join us for any of our upcoming events. We encourage you to invite guests, and other "Non-Alfa Romeo" cars are always permitted to participate, just be prepared to be teased!

Get all our updates at:

[www.clubalfaromeodemontreal.com](http://www.clubalfaromeodemontreal.com)

or visit our Facebook page at:

[www.facebook.com/ClubAlfaRomeoDeMontrealcar?ref=hl](https://www.facebook.com/ClubAlfaRomeoDeMontrealcar?ref=hl)

## ***Re&Re Alfetta Anti-roll Bar Bushings – In Car!***

by George Beston, Cobourg

At the end of a lengthy project that I undertook this past season to refresh the front suspension of my Alfetta, I found it necessary to replace the bushings linking the front anti-roll bar to the lower A-arm.

For tools, I gathered the items shown below. The carriage bolt is half-inch in size, and features a square section under the head that happens to fit nicely in the drive end of a half inch drive socket. Left to right, there is a nut and washer for the carriage bolt, a 22mm socket that just happened to be a bit smaller in diameter than the bushing, a new bushing and a 27mm socket that served as a receiver for the old bushing.



*Items required. Photo by George Beston.*



*This picture shows the tools assembled and ready to start tightening the nut to pull the bushing out of the dog-bone. Photo by George Beston.*

From this point the key to making this exercise easy is to use an impact wrench to turn on the nut. It is probably possible to turn the nut with a hand wrench, but it would be a constant battle with the flexing of rubber in the bushing at the top of the picture. My 18V Ryobi impact wrench chattered away and got the bushing out in less than a minute.

To install the new bushing, the same setup was used starting with the new bushing on the left between the 22mm socket and the dog-bone.

## Upcoming ARCC Events

Regional representatives are requested to send your 2016 events calendars to the secretary or the editor for inclusion in the next issue.

### Club Alfa Romeo de Montréal

Date	Time	Event
January 10		Tech Session
February 21		Valentine's Dinner
March 20		Bistro Lunch
April 16		Pizza Night
May 9		Springtime Tour
May 15		Gimmick Rally
May 29		Road Adventure
June 11		Grand Prix Barbeque
June 19		Fathers' Day Veterans Tribute Car Show
August 21		Wine Tour
Sept 10-11		Lake Placid Road Trip
October 3		Vineyard Tour
October 17		Fall Colours Drive
November 28		Holiday Party

### Alfa Romeo Club of Edmonton

Date	Time	Event

### Calgary Alfa Marque Society

Date	Time	Event

### Toronto Chapter

Date	Time	Event

### Alfa Romeo Club - Ottawa

Date	Time	Event

### Regional Events – Eastern Region

Date	Time	Event
June 17-19		Italian Car Day, Ottawa
June 12-19		AROC Convention, Nashville
July 3		FIAT Breakout
July 15-17		Raduno Estivo, Kingston
July 27-31		Fiat Freakout
August 7		Italian Car Day, Woodbridge
September 25		Raduno Montebello

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