



ARCC UPDATE

May 2020

President's Letter

by Alex Csank, Vankleek Hill

Alfisti,

Well, this sure is turning out to be an unusual year! Diane and I are busy staying safe and avoiding physical contact with anyone or anything that could invite the virus into our bodies. We walk regularly in our neighbourhood and leave the house once in a while by car to pick up groceries, which are brought out and loaded into our car after our emailed order is readied, or to pick up necessary items at the pharmacy, local hardware store, or at the local garden centre. Yet, as if everything was just another year, the trees, plants and grass are looking just a bit greener every day and the springtime flowers are blooming. And while this is going on, I recently woke my '91 Spider from its winter's nap, and Diane and I took her for a short ride around our little town, stopping to pick up the mail, and some medicine at our local pharmacy. The Spider started easily and ran well, but the idle seems to be seeking up and down in rpms a bit. That's probably the result of a minor vacuum hose leak somewhere, but I couldn't locate it easily, so I just turned the idle adjustment screw a bit higher and things seem ok for the moment. I'll have to check things out more closely before putting too many kilometres on her once the restrictions open up a bit and the top-down driving season truly arrives.

COVID-19 and Club Activities

Sadly, almost all of the many club activities (and virtually all other club activities across Canada, the USA and much of the rest of the world) have been cancelled or postponed for the coming driving season. This trend will presumably continue for the remainder of this year. The AROC USA annual convention, the Ottawa Italian Car Parade, the Montréal Italian Car gathering, Concorso Italiano in Monterey, California and many other regular annual events have already been cancelled for 2020, or postponed until 2021. This pandemic has

presented us all with challenges to which we must adapt. And that includes how we socialize and maintain contact and communication with each other.

Staying in Touch

Rising quickly to the challenge, Marc Faubert, ARCO's President created and has been hosting a Zoom Meeting Cocktail Hour and Quiz night on Thursdays with good success. The Zoom format works well for small gatherings of less than about 10 people (or 10 individual cameras with couples). It seems that beyond that number, Zoom works well as an educational tool, but less so in a social situation as people tend to speak over each other, making things a bit complex and frustrating. Luckily, the ARCO sessions are attended by about 7-9 attendees (many of whom are couples, so the number of participants is about 10 or so). Another interesting example of social media get-togethers for Alfa clubs is the Detroit chapter of AROC USA's series of Tech Sessions that can be viewed as a podcast online. In another club to which I belong (The Canadian Vintage Motorcycle Group's Montréal Section), I have begun hosting a Saturday morning "Virtual Café", which can have as many attendees as wish to join us because it is just chatting via text on the CVMG Montréal Facebook Group. We had quite a lively discussion last Saturday, and it helps to keep us in touch with our club members without actual physical contact.

Another idea that is working well for another driving/riding club is the idea of a 'Treasure Hunt'. This entails participants using their cars (Alfas in our case) and proceeding on their own, choosing their own routes, following a basic set of instructions provided by the club. For example, each participating member would be required to provide the following:

1. A photo of your car in front of a 'Tim Horton's'.
2. A photo of your car with a road sign indicating your local club's city (Montréal, Toronto, Calgary, Ottawa, etc.)

3. A photo of your car at a local Federal or Provincial landmark (Park, Historical Site, etc.)
4. A photo of your car near a bridge, a cemetery, a pet store, a garden centre, etc.

Anyway, you get the idea I'm sure. Once all the requirements are met (time is not a factor), participants would submit the photos via email to George Beston or me (for a national ARCC Treasure Hunt), or to their local club leadership. Sharing these photos can be a good way to stay in touch, get our cars and ourselves out safely, and even avoid non-essential travel, by combining the Treasure Hunt with your day to get groceries, etc. Now we just need someone to create the list of challenges!

So, there are some ideas to keep us in touch with each other and give us a bit of safe Alfa-related fun while we await a treatment and a vaccine, and for our lock-down to be opened up a bit.

I look forward to hearing any and all your ideas, comments and critiques.

As always, please keep sending your photos, articles, and opinions for the newsletter. George Beston needs your input for upcoming editions.

Rev high!

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Club Alfa Romeo de Montréal AGM by Alex Csank, Vankleek Hill

At the CARM AGM, held on February 8th, Jean-Michel Reysset announced that he did not wish to continue for another term as president. Thankfully, Patrick Secco, an active club member and hobby Alfa mechanic stepped up to take his place. Here are some words from Patrick:

"I personally want to thank Jean-Michel Reysset for his dedication and all the hours that he and his wife Lucie have spent to organize and coordinate the multiple activities of the Club, and especially not to forget their involvement during the 2017 Alfa convention.

Thank you Jean-Michel."

As an Alfa cannot rev without a driver, the same goes for the Club. Six members volunteered to form the new executive committee. They are Marie-Josée Gagnon, Michel Corbeil, Dominic Fortier, James Gifuni, Patrick Secco and Jean-Michel.

This committee met on Saturday, February 29th, to plan the 2020 activities and the tasks to be shared. And above all to determine the position that each will occupy on the executive committee.

The committee will be composed of:

- Director, Dominic Fortier
- Director, James Gifuni
- Secretary, Michel Corbeil
- Treasurer, Jean-Michel Reysset
- Vice-president, Marie-Josée Gagnon
- President, Patrick Secco

The club now has a website that you can visit: clubalfaromeodemontreal.godaddysites.com. The English version of the website will follow soon and new tabs will be added as new ideas arise. Like for example car and parts for sale by members and members' directory. If you have suggestions, do not hesitate!

For those who have not yet paid their annual dues, you can do so from our web page, with Paypal or credit card.

Rolling Restoration

by Brad Fischer, Whitby

This GTV has been places!



Brad's GTV as it is today. Photo by Brad Fischer.

My 1750 GTV Series 2 was ordered through Alfa Romeo Canada Ltd.'s head office at 26 Greensboro Drive in Rexdale, Ontario for overseas delivery even though the buyer lived in Montréal at the time. It was to be picked up by the owner at the factory in Milan. The GTV was manufactured on Saturday, July 4th, 1970 and picked up on July 7th. The price was \$3,750 CDN plus \$130 for Metallic paint and \$30 for registration. The bill showed it came with 5 Pirelli tires and a battery. The new owner had gone to Europe to work and he stayed for two years.

The family came back to New York with the GTV on the SS Michelangelo ocean liner. They drove back to Canada and stayed for two years until another project in Europe needed his supervision. This time the GTV was put in a shipping container and delivered to Greece where it was picked up and driven to Turkey. The family stayed in Europe until 1978. Before coming home from Italy the owner wanted the engine rebuilt at the Alfa factory in Milan because he thought it was consuming too much oil. The mechanics were too busy that week and told the owner of an ex-Alfa mechanic working outside the factory who could do a rebuild. The mechanic named Vachinni rebuilt the engine in a few days and they were off to Southampton, England to catch the QE2 ocean liner and ship the Alfa across the Atlantic for a third time. They arrived in New York again and drove to Toronto where they settled in Weston for a while.



Presumably the wife and pet of the original owner, taken near Istanbul between 1970 and 1972. Photo by Brad Fischer.

The GTV was reluctantly sold on May 12th, 1979 (my birthday) to my uncle's best friend because the original owner's family had a third child. I was told the middle boy was fond of the GTV, and when it was sold his teacher asked his parents if there had been a death in the family. It turned out he was sad about the Alfa being sold. The owner told me the GTV was never in an accident and he never drove it on salted roads in the winter. That explains why it is in such a preserved condition.

The second owner had the car painted red but didn't like the quality of the job and tired of the

colour after a while (everyone had a red Alfa). A better quality body job was done during which the body was stripped down to bare metal and painted dark ochre (code 112). My uncle influenced him to paint it that colour. I think it was done at Star Auto Body, a reputable shop at the time, and both my father and uncle saw the car a few times during the body job as they both owned many Alfas in that period and were interested to see the work being done on the GTV. He had the GTV mechanically maintained by Leny's Garage. At that time, my uncle had a 1970 GT Junior and my dad had a 1961 Giulietta Sprint. My uncle had about four Alfas in his time and my dad owned a 1969 1750 GTV spec car until a few years ago.

I bought this GTV in April, 1983, when my uncle's friend bought a 1974 Spider. He has had more than a few Alfas since I have known him. My GTV has the same paint that was sprayed on in the early 1980s by Star Auto body. My uncle's friend has repeatedly threatened to buy the GTV back from me when he sees it, if he wins a lottery.

Installing Valve Guide Seals **by Russ Baer, Monkton Md.**

Sooner or later the burning question (pun intended) has to be dealt with. Valve guide seals don't last forever and new ones aren't hard to install. First think about what has to happen. Obviously, the cam has to be moved out of the way – the intake cam, because that's where the problem is. It's not necessary to open the chain because if the tensioner is fully retracted (and locked in place!) there is enough slop to worry the cam out from the chain. Please don't argue the point that starting work with piston #1 at TDC ignition isn't necessary. It is. Oh yeah, if you haven't checked valve clearances lately, this is the time to do that.

Now that the intake cam is gone, all the valves are closed. In the old days, the way to keep them closed was to stuff some clothesline into each of the cylinders and turn the engine so the subject piston and wad of clothesline could hold the valve in place. Turn the engine? I don't want to do that! Ok, then remove the exhaust cam and pressurize the cylinder to hold the valves closed. What if you don't have a compressor handy? Or, what if, like me, you don't want to do that because there is no safety net.

So I made this thing – I'll call it a tool rather than a contraption – to mechanically hold the valve tight against its seat while the spring hardware is removed. Look at the first picture.



Photo by Russ Baer.

There's what is left of a sparkplug, a steel rod which is threaded on one end and bent on the other, some tubes, a shiny rectangular piece and a wing nut. The bent end of the rod is put into the sparkplug hole and pulled up so that its tip (rounded a bit to prevent valve damage) is tight against the valve.

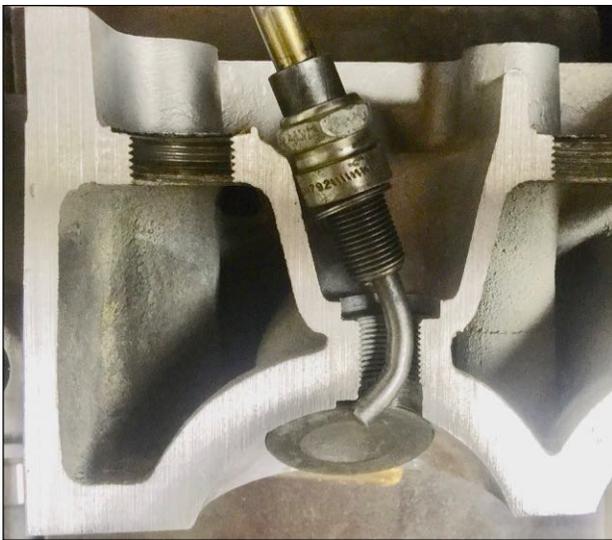


Photo by Russ Baer.

The tubes are long enough to allow the rod to move up and down and are of appropriate dimension to keep the rod coaxial with the spark plug hole. I hesitate to use the word 'precision' but there is a bit of that required: the rod diameter and the tube diameters as well as the configuration of the bend. The wing nut is permanently affixed to the rod and oriented so that one of the 'wings' points to the location of the bent end of the rod. The rectangular piece is drilled and tapped and is simply used to raise the rod in order to retain the valve. A nut would suffice but wouldn't be as convenient. The only critical part of the design is the bend in the rod. The radius must be small enough and the end long enough to be able to contact the valve and hold it; but not so small or so long that the rod cannot be introduced into the combustion chamber. The rod I used was 0.250 inch diameter, but you can use 6mm if available and is more convenient.

Here's what it looks like on the cutaway with the rod firmly holding the valve in place.



Photo by Russ Baer.

You will need:

1. One spark plug, gutted of electrode and all ceramic.
2. A length of steel rod either 0.250 inch or 6mm diameter – threaded at one end about 4cm. My rod is 0.250 and the thread is $\frac{1}{4}$ -20.
3. A steel tube somewhere near 8 to 10cm long with an i.d. close to that of the rod and an o.d. close to the i.d. of the gutted spark plug. My junk pile didn't yield such a treasure but I found a short spacer of appropriate o.d. (the dark one is 15mm) and a longer tube (the gold one) with the appropriate i.d. (mine is 10mm, a brass tube from an old table lamp, about 70mm long).
4. The rectangular piece on top of the gold-colored tube is steel, tapped to match the thread on the rod, and is used to draw the rod upward. Mine is roughly 1"x1/2" and 1/4" thick.
5. I permanently affixed a wing nut (using a jamb-nut and red Loctite) oriented to indicate the direction of the bend in the rod when the rod is put through the sparkplug hole. I drilled a hole in the 'wing' that points in the direction of the bend (i.e. toward the valve).

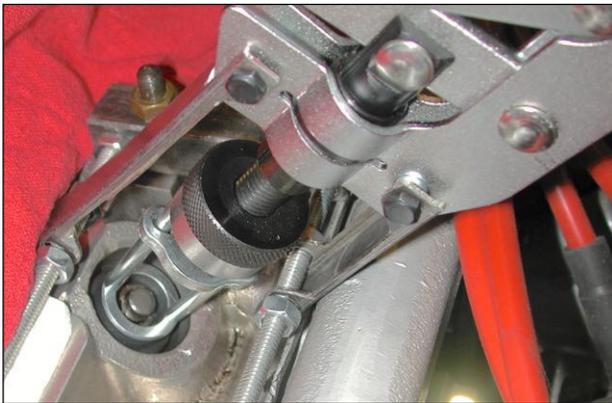
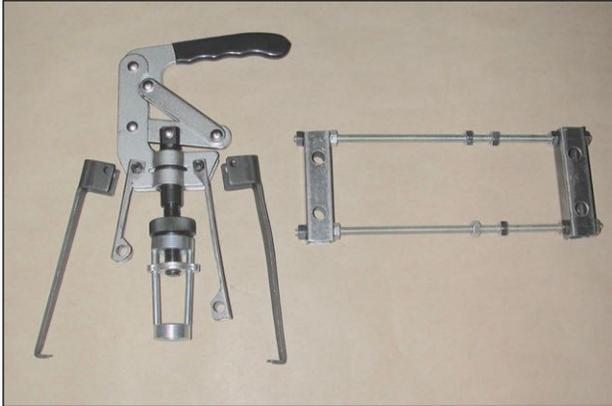
Naturally, you will also need a way to compress the valve spring. Some time ago, I wrote an article for the *ARCC Update* describing the spring compressor I made which mimics the handy, dandy Alfa Romeo tool. If I recall, George Beston said he was planning to make one. I'm sure he will loan it to you. Or if that didn't happen, maybe George can dig up the article and reproduce it.

Editor's Note:

The article Russ mentions was in the April 2011 issue of the Update. I won't reproduce the article here because it is available on the arcc.ca website. Look under "Newsletters" from the home page or use this link:

alfaclub.ca/arccupdates/2011/201104Final.pdf

For those whose curiosity needs some stimulation, the device is an adaptation of an overhead valve compressor from Princess Auto. Here are images of the device before assembly and in action:



Photos by George Beston.

If anyone wants to borrow this valve spring compressor, I'm sure we could work something out.

Giulietta Sprint Directional Signal Replacement

by Bill Moffet, Toronto

When I restored my Giulietta Sprint many years ago, lots of parts were hard to find. One in particular was the lovely fender mounted turn signal repeaters. Mine looked not bad but the metal was crazed and the electrical part was corroded. I was able to purchase only the lens so I polished up the metal parts and put the sockets and screws together with crazy glue.

Recently I did another search for these units and found they were available from several sources. So I bought the parts from Classic Alfa in the UK.

This should be easy, right? There are six holes in the fender for each light: five small holes for the mounting screws and one large hole for the socket. The original metal trim was thin metal



with the screws held in place by soldered on 'cages', allowing a bit of wiggle room. The new trim was a casting with the screw bosses rigidly cast in place.

You guessed it – the screws did not quite line up with the holes in the fender. Fortunately, I have a Dremel tool and with careful use of small rasps I was able to extend the existing holes to take the screws.



The two elements went together well and the wiring was straight forward. The socket and wiring are exposed in the wheel well so it's easy to understand why the original socket was in poor shape.



The final result is probably invisible to the casual viewer but I think it looks much better!

All photos by Bill Moffet.

In line with advice provided by provincial and federal government agencies, we have cancelled or postponed all events for the present time. Please watch for announcements from your local clubs for resumption of normal activities. Stay home and stay safe!

Upcoming ARCC Events

Club Alfa Romeo de Montréal

Date	Event
May 2	Fun Rally
May 16	Auto-Slalom, Sanair
May 24	Lunch, Orange Julep
June 13	Balade Trois Rivières et La Tuque
June 20	Ottawa Italian Car Parade
July 5	FIAT Breakout, Montréal
July 11	Sommet des Légendes, Mont Tremblant
July 22-26	AROC Convention , Colorado Springs
August 21-23	Raduno Estivo, from Montréal thru Ottawa to Toronto
September 10-13	Alfas at the Glen, Watkins Glen NY
September 19	Amici Perth Raduno, Perth
October 17	Fall Colours Tour
November 21	Christmas Dinner

Alfa Romeo Club - Ottawa

Date	Event
June 20	Ottawa Italian Car Parade
July 22-26	AROC Convention , Colorado Springs
August 21-23	Raduno Estivo, from Montréal thru Ottawa to Toronto
September 20	Amici Raduno, Perth

Calgary Alfa Marque Society

Date	Event
July 22-26	AROC Convention , Colorado Springs

Alfa Romeo Club of Edmonton

Date	Event
July 22-26	AROC Convention , Colorado Springs

Toronto Chapter

Date	Event
April 2	AGM, Scuderia Ferrari Club
April 26	ICD Go Karting, Downsview Park
May 7	Cruise Night, La Paloma, Woodbridge
May 18	Victoria Day Pancake Run, Cookstown
May 23	Swap Meet, Pinarello Motori, Woodbridge
June 4	Cruise Night, La Paloma, Woodbridge
June 7	Rattlesnake Run, Halton Hills
June 19-21	Ottawa Italian Car Parade
June 21	Vintage Festival, Cdn Tire Motorsport Park
June 28	Keswick Drive, Keswick
July 2	Cruise Night, La Paloma, Woodbridge
July 12	Sun Collision Drive and BBQ, St Catharines
July 22-26	AROC Convention , Colorado Springs
July 25	Niagara Drive & Wine Tour
August 6	Cruise Night, La Paloma, Woodbridge
August 9	Italian Car Day, Woodbridge
August 21-23	Raduno Estivo, from Montréal thru Ottawa to Toronto
September 3	Cruise Night, La Paloma, Woodbridge
September 10-13	Alfas at the Glen, Watkins Glen NY
September 19	Amici Perth Raduno, Perth
September 27	Alfas and Fiats at the Forke
October 1	Cruise Night, La Paloma, Woodbridge
October 18	Fall Colours Drive, Singhampton
November 21	Holiday Dinner Party, Woodbridge

Unofficial Cruise Nights are held every Thursday evening from May to October at La Paloma in Woodbridge.

Alfa Romeo Club of Canada

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