



ARCC UPDATE

April 2009

Toronto Chapter AGM

by George Beston, Cobourg

Splendid weather marked the occasion of our annual general meeting this year on April 2. We got through the formal part of our meeting, enjoyed a friendly pre-season visit and had ample opportunity to browse the fine merchandise at Mini Grid.

It's apparent that we might benefit from some changes to the annual meeting. Attendance was rather low in comparison with the last few years. Don't forget that the executive is always open to suggestions.

One of the highlights of the evening for me was seeing Dave Creer's pretty powder blue Giulia spider parked out front along Mt. Pleasant with the top down.

For the record, we still have money in the bank (about the same as last year) and our slate of Directors was formally acclaimed.

Two Well-traveled Alfas

by Bruce Willis, Calgary

So there I was at Christmas time in Stratford, with five days off at the end of a horrible drive from Calgary with a '64 GT, so where do I park my truck? I never thought it would be a big deal parking a pick up with a U-haul car trailer attached, but apparently it is. I first tried to park at the arena close to my mother-in-law's place, but made the mistake of giving the rink rats a friendly notification that my truck would be in their lot for 5 days. This just gave them an opportunity to act tough and threaten to tow my vehicle. Sheesh. I finally found a place, my wife's uncle's work parking lot.

Now it was time to relax...and by relax I mean, spend eighty percent of my five days off thinking about the drive back to Calgary. Needless to say, I didn't want to drive anywhere. The only mandatory trip was into Toronto to visit my mother and other than that, I made all my relatives come visit me in Stratford. All kinds of plans were rearranged so

that the whole family would be there to celebrate my son's first birthday the same day I packed up to leave. I was a ball of stress the whole day and couldn't think about anything other than the logistics of my trip. I had been checking the northern Ontario road reports twice daily. My son ate chocolate cake with his hands, I took some pictures, and everyone had a drink.

For my trip back I was bringing a buddy who lives in Toronto. I'd told him all about how my trip to Ontario went, so when I got to his house, he wasn't quite ready to leave – he was making out his will. I'm not kidding.

It was -10°C that night; the roads were dry and clear, so it was an easy drive from Toronto to Lindsay. As soon as we got there, I wanted to get down to business, and load the '67 Alfa GTV. My dad reminded me that he had ripped the wiring out of the barn where the GTV was being stored due to concerns of an electrical fire and the tractor still didn't have headlights. No big deal – I got a new flashlight for Christmas. We got up into the barn and uncovered the prize. It was just the way I left it, other than the dead battery. I never did expect an Alfa that had sat untouched for six months to just fire up. We tried to boost it with my dad's pick up. It was just too cold, so we decided to roll the car out of the barn and onto the U-Haul by hand. It should have been easy since we were on the second floor of an old style barn with the earth graded up to the second level, it was dry outside and the GTV had air in all its tires. Once my truck was in position and we had rolled the GTV to the top of the ramp, we were ready to take the plunge down the ramp, onto the U-haul. I got in and my buddy pushed. I let the GTV roll about a foot and pressed the brake pedal to check that the brakes still worked. They did, but a little too well – they locked on. It took five minutes to get them to release. This time when I got rolling, I was very gentle in applying the brakes. I rolled it right onto the trailer – it was beautiful. We did up the straps and chains, and were definitely feeling good at this point. I loaded all the remaining items; four alloy rims into the back seat of the GTV, spare transmission on the

driver's floor, and a spare complete LSD rear axle on the back of the trailer right behind the rear wheels of the GTV. Then we loaded the original 1600 engine into the back of my pick up using my dad's tractor with a flashlight. I had another 2L engine that came with the car, but I didn't feel that my truck could handle any more weight, so I decided to leave it behind. Does anyone know what I've done wrong so far? If not, you'll find out later.

With my truck packed for the trip, we went inside for a couple drinks with my dad. I got to hear a few stories I've heard many times before, then we went to bed at 11:00 pm.

We were up at 4:30 am, in the truck and rolling at 5:00 am. It was very slow to start, 80 km/hr max for the first 25 minutes to let the oil warm up. I kept thinking that I had overloaded the vehicle and it was going to cause more grief. Things finally started to loosen up, I could now drive at 110 km/hr, although not legally. We had great conditions to start the day. It was cold and clear, with dry roads. On the way back to Calgary, we decided to take the northern route (Hwy 11), for a flatter trip, since we were so heavy.

We started to hit weather around noon; it was manageable, but not great. Around then we stopped at a Subway and noticed a problem. The spare rear axle that I had so brilliantly placed behind rear wheels had damaged the car. When loading the axle, I didn't think the GTV would bounce up and down more than a couple inches when riding on the trailer. Apparently it needed three inches. So now there was a dent in the gas tank of the GTV from the left brake disc and a big dent on the right side on the outer body. Not much to do now but shrug my shoulders, feel a little stupid and move the axle back to the very edge of the trailer.

The original goal was to make Thunder Bay the first night, but the weather kept getting worse, snow and ice and slush on the roads. We had to slow down significantly. At 5:00 pm we fuelled up in Hearst. It was getting dark and snow was coming down pretty hard. After chatting with the locals at the Petro Canada station, we decided to stop there. We picked up a six pack of Heineken at the beer store next to the gas station and then picked one of the two hotels (the one right next to the beer store).

Once settled into the hotel, and the beers had been drunk and the weather station has been watched, we ventured out in search of food. Being tired and lazy, we went to the next building, (the other hotel). It's now 7:00 pm, there's a raging snow storm outside and my buddy and I are looking at an exhaustive menu at the Champion Hotel. The food was delicious and very reasonably priced, I highly

recommend the Champion Hotel in Hearst ...if you ever go to Hearst.

Up at 4:30 am the next morning and on the road at 5:00 am. There was still a little bit of snow coming down, but not so much that it looked like star wars. The roads were snowy but not too bad; it was tough until the sun came up. The roads finally cleared up around 10:00 am, at about 11:00 am we passed a cattle hauler lying on its side. Steam was still coming out of the trailer, and OPP officers were on the scene. Oddly, it was a straight stretch of dry road. I guess the guy just got a little too close to the ditch. We made Thunder Bay for lunch. We just stopped for a quick slice of pizza because we were shooting for Winnipeg for dinner.

As we made our way into the hilly section in North Western Ontario, we were picking up speed, roads were mostly dry, a few wet shaded areas. We found ourselves trailing a convoy of excavation equipment. They kept a good pace of 100 km/hr and showed some confidence that the roads were clear. We made the Manitoba border at dusk, stopped for a quick picture, and jumped back in the truck.



Winnipeg was getting closer and closer, we were discussing dinner plans when I noticed a light on my dash. The idiot light, again. I made it to the gas station at Hwy 1 just before the Winnipeg ring road with 5L left in the tank. Almost running out of gas on the Prairies is kind of funny, you can see the lights of the service station 10 km away, but don't know if you can make it. But you do know where gas can be found when you run out and have a pretty good idea how long it will take to walk it.

We drove through downtown Winnipeg in late rush hour, if you can call it that. We were parked right in front of my buddy's place at 7:00 pm. I couldn't have found a better parking spot. While unloading the truck, I was looking around to see if there was anyone suspicious looking that might try to break into the GTV when a pedestrian walked up to me. I was expecting him to comment on parking a truck and trailer on a side street and taking up too much room, but no, he asked me; "Is that a 1600 GTV?" I confirmed his guess and he went on to tell me he

had never seen one in person but he remembered reading about them in magazines when they were new. He told me a bit about his 1750 Berlina and let me know he'd watch the car that night for thieves.

After getting unpacked at my buddy's place, we decided food was more important than hygiene and called a cab. We went right back downtown to the Fort Garry Hotel. All I can say is that dinner was much better in Hearst.

Sleep, up at 4:30 am, driving at 5:00 am. My truck died at 5:05 am. Just as we turned onto Portage Avenue, I lost all throttle response. I put my truck into 1st gear and let it idle the rest of the way around the corner and over to the right hand lane. Not sure what to do, I looked the truck all over. There was no oil on the ground, so I lifted the hood. I couldn't bring the revs up even by turning the throttle manually. There was nothing left to do but turn the truck off and on again. The truck started back up, the throttle was working, and the check engine light stayed on ... a total mystery. I now wish I had bought that OBDII reader on sale at Crappy Tire last week!

We took on fuel at Brandon, and the check engine light stayed on. At the next fuel stop in Virgen MB, the check engine light went out for no apparent reason. I was relieved but still scratching my head. In Manitoba it was cold but the roads were clear. Saskatchewan was pretty easy driving, and pretty mild. We had lunch in Regina, again, not much better than the first time, but this time it was Burger King. The roads west of Regina were wet with some slush here and there. Around Swift Current, the weather took a major nose dive, from slush to ice as the temperature dropped.

I kept reducing my speed according to the conditions – there was lots of ice. It was still light out and the transition into the ditch is pretty smooth, so as long as you aren't driving like a maniac, hitting the ditch would only be a minor set back. When we got to the Alberta border there was a major head wind, but I was happy to be only 350 km from Calgary. Driving in Alberta, there were cars in the ditch everywhere – maybe one every kilometre.

When we got into Medicine Hat for fuel, there was a big debate whether or not to stay there. It was New Year's Eve, I lived in Medicine Hat for 2.5 years and I've got lots of buddies that I could party with and use their couch for the night. All I wanted to do was to get home, so we kept going. On the way out of "The Hat", fire & rescue was on the scene because someone had taken out the "Welcome to Medicine Hat" sign with their Cavalier.

We drove on ice all the way to the Siksika nation reserve. Now with dry roads, 30 minutes from home, I started driving like an animal just out of pure excitement to get the trip over with. My co-pilot should have told me to slow down because I almost rear ended a car heading into my community.

We got into my house; I was so excited I felt delirious, like an out of body experience. I postponed drinking until I picked up another buddy at C train station, got pizza on way home and finally got a chance to chow down and drink some beer. I barely made it past 12 midnight. Slept like I've never slept before. Promised myself I'll never do that again. Ever!

Next morning on New Year's Day, I washed the truck, car and trailer, called the U-Haul dude, unloaded the car, and dropped off the trailer. I added up all the receipts, fuel cost was within \$2 of the trip to Ontario. Two different loads, two different routes ... strange. Writing this story wasn't easy; all I want to do is forget that it ever happened, but at least next time I buy a car that isn't local, I can read this and then hire someone else to move the car!

Electronic Rust Protection

by George Beston, Cobourg

As a chemist, I have always felt that cathodic protection of steel against rust was valid in principle but I also believe the legions of reports that say it doesn't work on automobiles. Elio Comello handed me a flyer from Krown rust proofing that provides the following explanatory quote from General Motors Research: "*Cathodic protection is a valid technique when the metal to be protected is immersed in a continuous, conductive, aqueous medium such as seawater (ships) or water soaked soil (pipelines). However, the discontinuous and highly resistive nature of water films on automobiles precludes protection of significant areas of the vehicles with one or a few anodes. The device in question would work only if the car was kept immersed in seawater to complete the electrochemical circuit.*"

So, it would seem that the best practical advice regarding electronic rust protection is "Save your money!"

Membership Renewal

Just a reminder – our membership year ends on February 28. If you haven't yet renewed your membership, then this is the last mailing that we can afford to send you. We'd hate to lose you as a member but we can't afford to carry you forever!

Upcoming ARCC Events

Alfa Romeo Club of Edmonton

| Date | Time | Event |
|--------------|------|------------------|
| May | TBD | Spring road trip |
| June 10 | TBD | Wetaskawin |
| June 27 | TBD | Porsche meet |
| July | TBD | AROC Convention |
| August 10 | TBD | Rock'n August |
| August 29 | TBD | Concours |
| September 21 | TBD | Fall Colours Run |
| November | TBD | Italian Dinner |
| Dec. 13 | TBD | Tree Hunt |

Ottawa Chapter

| Date | Time | Event |
|-----------------|---------|----------------------------------|
| June 8 | 7 pm | Pub Night – Pub Italia |
| June 20 | 9:30 am | Italian Week parade |
| June 25 | 7 pm | Tech Session |
| July 1 | 10 am | Italian Car Show |
| July TBD | TBD | Summer BBQ event |
| Aug.10 | 7 pm | Pub Night – The Swan |
| Aug.15 or 16 | TBD | Beau's Brewery |
| September 13 | TBD | Drive to Calabogie |
| September 19-20 | TBD | Drive to Algonquin |
| October 17 | TBD | Italian Car Christening Party |
| November 7 | 7:30 pm | 28 th Annual Pot Luck |

Toronto Chapter

| Date | Time | Event |
|--------------|----------|---|
| May 10 | TBD | Sunday Drive |
| May 30 | 10:30 am | Restoration Shop Tour Legendary Motor Cars |
| June 4 | 7 pm | Cruise Night La Paloma |
| June 21 | TBD | Vintage Festival/Drive |
| July 2 | 7 pm | Cruise Night La Paloma |
| July 5 | TBD | Sunday Drive |
| July 15-19 | TBD | AROC Convention |
| July 19 | TBD | Summer Wine Tour |
| August 6 | 7 pm | Cruise Night La Paloma |
| August 9 | TBD | Sunday Drive |
| August 16 | TBD | Picnic, BBQ |
| September 3 | 7 pm | Cruise Night La Paloma |
| September 20 | TBD | Fall Tour |
| October 1 | TBD | Cruise Night La Paloma |
| October 4 | TBD | Europa Rally |
| November 4 | TBD | Director's Meeting & Pub Night |
| December 5 | TBD | Holiday Dinner Marino's Restaurant |
| Feb. 27,2010 | 9:30 am | Directors Meeting |

Calgary Alfa Marque Society

| Date | Time | Event |
|--------------|--------|--|
| May 2 | TBD | Drive to Nanton RCAF Museum Tour |
| May TBD | TBD | Garage Tour |
| June 6 | TBD | 3 Hills car show |
| June 27 | TBD | Drive to Gleichen Blackfoot Museum Tour |
| July 11 | TBD | Stampede Breakfast & Alfa Car Show TBC |
| July 18 | TBD | European Car Show, Stanley Park |
| July 25 | TBD | Drive to Canmore via Hwy 1A |
| August 1 | 8:30am | Local meet & coffee |
| August 22 | TBD | Drive to Chain Lakes & Picnic |
| September 10 | 7 pm | Parking lot meeting |
| September 26 | TBD | High River Car Show |

Alfa Romeo Club of Canada

National Executive

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|---------------------|----------------|----------------|
| Read Collacott | President | (613) 489-3192 |
| Harry Hamilton | Western VP | (403) 463-2235 |
| Tony Adams | Eastern VP | (416) 222-2406 |
| Jack Thompson | Past President | (780) 481-1708 |
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| Christine Pickering | Secretary | (416) 498-6553 |
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ARCC Update

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ARCC On-Line

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