



ARCC UPDATE

July 2009

VARAC Vintage Festival

by George Beston, Cobourg

As in many years previous, the Toronto Chapter organized a drive to the Vintage Festival. Tony Adams laid out an interesting “over hill and dale” route from the east end at Morningside and Sheppard, along Twin Rivers Rd, and then dodging north and east towards the track. A number of us were already there by the time the group arrived, but there was still room to park the Alfas together.

This year, the featured marque was Mini, and sure enough, there were swarms of them, mostly the original English variants, but I did notice a few of the latter day versions present.

The Sunday car show was a delightful smorgasbord of mostly British vintage sports cars with a good smattering of the products of other nations as well. It's not often you see a very original Lotus Elite “driver” in the crowd!

Alfa Romeo was fairly well represented in the sports car category. Local entries included Christopher Creighton (see the next article), Joe Canella with his GTV and Doug Paraschuck in his spider. André Gagné from Québec entered his well turned out GTV. They all looked pretty strong on the track and put on a good show for the faithful.



Photo by PicsbyVicsr.com.

One of the highlights of the day was the “parade lap” during the lunch break. As things turned out, the Minis got on the track first. It took some doing, but the organizers then interrupted the parade and let our Alfas on the track immediately following the Minis. Because a slight delay occurred, we had no restrictions on speed until we caught up with the parade at turn 3. This is a vast improvement over the stop-and-go traffic we've endured in other years.

We all enjoyed Adam Dicarolo's 1750 GTV all decked out in Targa Newfoundland livery, right down to the special edition Newfoundland & Labrador licence plates. I'm a little weak in Italian, so I had to ask Adam what the team name Fratelli Pazzeschi meant. It means “crazy brothers”!



Photo by Dave Munro.

As usual at the VARAC Mosport Vintage Festival, there were many opportunities to gaze at Alfas and all the other cars, visit with their owners and watch some good vintage racing.

Vintage Racing in Alfa Dogs #105 ... One Year Later

by Christopher Creighton, Toronto

When I last reported, Fil, my 1972 Alfa Romeo GTV and I had just finished our first (abbreviated) season of vintage racing. Many improvements were made over the season, primarily to suspension but, there was (and is) a long way to go.

In preparation for the 2009 VARAC Vintage Racing Festival, more suspension work was necessary. Painfully evident last year was Fil's tendency to lift the inner rear wheel under hard cornering. This obviously did not make for quick or particularly precise race lines and correcting this situation was a priority. To that end, Fil was trailered to Joe Cannella in Hamilton at the beginning of April for the start of the suspension modifications.

Now, you must understand that Joe has in his care four vintage racing Alfas (80% of the Alfa Dogs Racing Team). Add to this the fact that he is a full time high school teacher and you can see that time is at a premium for him. It seemed that everyone wanted their cars ready for the late April VARAC test day at Dunnville. Joe replaced the control arms in Fil but he didn't have a chance to get to the rear end suspension bits. It was an initial surprise to have a car whose back end seemed to have no idea how to follow the front end through a corner. However, with a bit of practice, the over steer was mastered and the remainder of the day was fun.

Fil and I ventured east to Mosport for the BEMC Spring Trophy on May 9-10. What should have been a pleasant beginning to the season was mostly a cold, wet and miserable weekend. Some of the other drivers have kidded me about leaving the wipers on the car when I converted it into a racer but they weren't quite so vocal that weekend. There were times when, even with wipers, I couldn't see the track for the rain and the spray. Add to that a badly fogging windshield and it wasn't much fun. Although I kept telling myself that it was good practice for car control, the truth is that it was more like driving very quickly in a raging snowstorm with bald tires and no defroster.

The highlight (?) of the weekend was an incident down the hill into turn 5. Now, I'm a bit shy of that spot anyway. There is something quite disconcerting about pushing the gas pedal into the floor through Turn 4 under the footbridge and dropping downhill while turning quite hard to the left. The car always feels as though it's getting light – and this time, it did get very light. I saw the white concrete wall pass by the windshield twice which

would put the spin at somewhere about 720 degrees.



Photo by PicsbyVicsr.com.

The surprising thing for me was that I was neither startled nor frightened. I really believed that I could save Fil when he began to lose grip. Well, that notion lasted about a nanosecond as the tail snapped sharply right. I remembered my race school training and stood on the brakes and attempted to get the clutch in. I managed to get half of it right. The car stalled and from that point I was simply along for the ride. I watched (seemingly in slow motion – how cliché is that?) as the scenery rotated past the windshield. The low screech of hot tires on wet pavement and the lack of engine note were a bit eerie. My only thought during the whole time – it seemed a very long time indeed, but in fact was probably only a couple of seconds – was how expensive it was going to be if I hit the wall. Luckily, I managed to park the car just off the left side of the track at the bottom of the hill, facing the right way! OK, I had nothing to do with where it stopped, I was just lucky. A quick re-start of the engine and I was off for a few more laps of watery slalom.

Car control. It was all about car control...

Joe had time to continue Fil's suspension mods for the Festival. This time around, he changed the front bushings to urethane and installed a Panhard rod at the back end. This installation proved to be a bit of a job but it promised to make Fil unidirectional again and that was a very important issue for me. Also, as the result of the Panhard rod installation, Joe re-routed the exhaust out under the driver's door. This did nothing for performance but it sure sounds good.

I couldn't make the test day for the Festival so I had to wait for the Friday practice sessions to test Fil's new-found grip and I was certainly not disappointed. The rear wheel lift and hop was gone, the front end tracked into the corner firmly and – best of all – the back end followed obediently. My

fastest lap dropped by almost 2 seconds to 1:57.1 and I set to getting used to the new found handling.

Saturday of the Festival was a wet and nasty day. Fil and I ventured out for qualifying and our race but I wasn't pushing too hard. What's the point of trying to prove how fast I could crash on a wet track? The windshield fogging problem returned so I removed the wing vent window from the driver's door and taped in a piece of ducting to act as a defogger. It worked but the unexpected bi-product was a face full of spray for the entire race. I ran the entire Enduro by myself; partly because I wanted to do an extended stint in the car and partly because I was raising funds for The Children's Wish Foundation of Canada and wanted to get in as many laps as I could. All was well to the mandatory five minute break at the thirty minute mark of the race. Only a lap or two after I went back out, I let the clutch out a bit too abruptly when downshifting for a soggy Turn 5. After I stopped spinning, I realized that I was parked in the centre of the track, in the middle of the turn, sideways. I saw Doug Paraschuk (Alfa Spider) and another car coming at me and as I had spun properly this time (I didn't stall the car), I was able to quickly reverse off of the track to let Doug continue his race. The remainder of the Enduro went off without a hitch. I kept reminding myself that it was all about car control...

The weather on Sunday was mostly good with only an occasional shower. I didn't better my Friday practice session time but I didn't spin either so I guess that it was a wash. At the end of the day and of the weekend I loaded Fil onto the trailer, running and undamaged. In racing, that's the definition of a successful race weekend!

I'll be doing an abbreviated schedule this year. The next race for us will be the BARC Regional Race weekend on August 8-9 followed by the CASC Celebration at Mosport on October 3-4. Consider coming out to cheer for the Alfa Dogs as we continue to do battle with the British and German cars. Tickets for the Regional weekends can be downloaded for free by going to the CASC website (www.casc.on.ca) and clicking on Complimentary Tickets in the box in the upper right hand corner of the home page.

Ottawa's Italian Day Parade by Gord Zimmerman, Bobcaygeon

Instead of Mosport, Sue & I headed off to Ottawa for the Italian day festival. An early start saw us on the winding roads to Ottawa from Bobcaygeon. We always go north along highway 118 to Bancroft, 28 to 41 at Denbigh then 132 at Dacre to Renfrew eventually to Ottawa on the 417. There was no car

or truck traffic and it is a much prettier trip than taking Hwy 7 across. Also, this route is actually a bit shorter and quicker than Hwy 7.

Saturday morning we were on Preston Street down town Ottawa where we met up with the Italian Car Club of Ottawa. About 100 cars were on hand for the parade around the Italian Community. The crowd cheered as we beeped our way around the parade route with a very friendly police escort. Only one Fiat 500 broke down but we were able to push start it again, all great fun.

There were lots of Alfas, Fiats, Ferraris, a Lamborghini and a smattering of Vespas and Ducatis. Everyone drooled over the 2009 Ferrari America. What a machine! At a mere \$300,000, it could be on everyone's wish list.

At registration, we all got a t-shirt and a pass for the Italian Lunch put on by Frank's Auto.



Photo by Gord Zimmerman.

After lunch we crowded into Pub Italia for some great beer & wine.

On a 2 block section of Carling Avenue the Ferraris put on a show blasting through their gears and streaking past the grandstands. Also featured were a go-kart race and a couple of Formula Atlantic cars showing their prowess on the closed track. Lots of fun and great Alfisti to talk to.

Sunday we headed back home but took a longer route farther north yet taking the Opeongo Colonization Road through Foymount (abandoned cold war radar station) then along Hwy 62 through Combemere to Maynooth then along the Peterson Road past Elephant Lake eventually back home.

What a great way to spend an Alfa weekend. We had the top down all weekend with the sun, some clouds and a little misty rain overhead.

If you want a great weekend, put the Italian Day parade on your calendar for next year and have a great trip to our Capital city.

Upcoming ARCC Events

Alfa Romeo Club of Edmonton

Date	Time	Event
June 10	TBD	Wetaskawin
June 27	TBD	Porsche meet
July 14-19	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 14-19	TBD	AROC Convention
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 14-19	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 14-19	TBD	AROC Convention
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

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ARCC Update

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