



ARCC UPDATE

December 2011

Toronto Chapter Holiday Party by George Beston, Cobourg

This was at least our second 'end of season' party held at "That's Italian" in Woodbridge. The restaurant did their usual fine job of putting together a traditional five-course dinner of antipasti, pasta, meat/vegetable, salad and then fresh fruit for dessert. I didn't need to eat for a couple of days!



The company was even better than the food. We had a turnout of about 25 and everyone thoroughly enjoyed lively conversation throughout the evening. One notable guest this year was Roman Tucker of Lapeer, Michigan who attended in the company of long time friends, Bruce and Dorothy Wilkie.

All in all, this was a fine way to wrap up our year. Thanks to Anthony Tersigni for his work in putting this event together.

Alfa Dogs: 2011 Season in Review by Christopher Creighton, Schomberg

As it turned out, 2011 was not a banner year for Alfa Dogs Vintage racing in Ontario. Geoff Layne was the only team member to have his GTV6 ready for the VARAC Test and Tune Day in April at Mosport, and the combination of cold tires and a green track resulted in a couple of crunched corners. As he has been very busy with work this

year, repairs were not made and the car didn't make it to a race. Joe Cannella's beautiful GTV was still smashed up from last year's beating at the hands of a CTCC driver, Andre Gagné has stopped racing his 72 GTV in favour of his newly restored and immaculate Lotus 23, Doug Paraschuk is working mostly in the Middle East and hasn't been around much, Vytas Svedas' car just wasn't ready and Fil, my 72 GTV was still in the midst of an engine swap. No one made it out for the first BARC Regional race of the season at Mosport in May.

The shared feature events for this year's VARAC Vintage Racing Festival were The Cars of Germany for G70+ and the Cars of Italy for the Vintage/Historics. What should have been an impressive Alfa Dogs showing for the Festival weekend turned out to be a three car team- only Doug, Vytas and I were in attendance- with mixed results.

The Festival was the debut of Fil's new motor and I was chasing low oil pressure and overheating problems almost all weekend. By the time we had him sorted out, it was the final, feature race on Sunday afternoon. The low oil pressure could be partially attributed to the engine running hot. The thermostatic actuator for Fil's electric radiator fan had malfunctioned so it was not always working. A quick re-wire bypassed the offending unit.



Fil. Photo by Paul Nunes.

Eventually, all was well and I had a good final race... better late than never, I guess. Vytas had a head gasket issue that held him back a bit and as the result of a gutsy outside pass in turn 2, Doug slid off of the track and made light contact with the

tire wall at the bottom of the grass run-off. His car was fine with the exception of a bit of scuffing on the rear fender and to quote all of the pundits that weekend, "it'll buff out".

The next race weekend was the BEMC Regional meet in early August. Geoff's car was still out of commission and Joe's was receiving care in the body shop. Doug had gone off to do work in the Middle East so that left Vytas and me to fly the Alfa Dogs flag. Joining us for the next couple of races was Ken Lee, co-driving my car. Ken and Vytas' dad Tony were scheduled to share a new GTV coming into the team but delays at Roman Tucker's shop in Michigan was keeping the car out of competition and Ken was getting antsy. Ken drove on Saturday and I took Sunday's shift. Ken did a very creditable job of his sessions and had a great time on the track. Typically, we had some rain on my day and due to old tires and very stiff suspension, I (wisely, I think) elected to take a pass on the race.



Vytas' GTV. Photo by Paul Nunes.

Vytas keeps getting faster and faster and as long as his car holds up, he is getting to be one of the quicker runners in Vintage/Historic. He'll soon be nipping at Joe's heels.

I know that racing in the rain is an important part of competition but as we've developed Fil's suspension over the seasons, the "in the dry set-up" is absolutely unsuitable for wet racing. If I had the resources, I would have an extra set of wheels with good performance radials for use as rains (wet race tires in our size, 14-205-60 are not available). It would also mean crawling under the car to disconnect the big front sway bar to 'soften' the ride. I would be willing to do that as it's actually fun running in the wet. Visibility is usually an issue as is grip (that changes by the lap- a sticky corner on the last lap can turn into a ride on greased Teflon on the next) but it's an exciting aspect of the sport.

The Labour Day Grand Prix was our next Regional outing and this time I drove on Saturday while Ken took the wheel on Sunday. I only did 3 laps of qualifying but more about that in a moment. Both

Vytas and I made it out for the afternoon race. As usual, I watched him drive away from me. That weekend, Vytas shared his car with Tony, his dad and he and Ken raced together on Sunday. Tony was quick from the start even though there appeared to be the start of an issue with Vytas' engine. Again, Ken did a great job and enjoyed himself immensely. Both cars were running on their own power at the conclusion of the weekend, even though I had a moment during qualifying. I guess that a combination of not yet fully warmed tires and an overly aggressive application of throttle exiting Turn 3 resulted in a spin that put me into the inside wall. Not a lot of damage but annoying, nonetheless.

The final outing for 2011 was the CASC Celebration of Mosport held on the October 1/2 weekend. Ken did not share Fil this time because he had purchased a very fast and very well sorted GTV from the U.S. He and Vytas made a quick jaunt (!) to St. Louis to pick it up and he was teched and ready for the fun. Tony was hoping to have his car for the weekend as he and Vytas (busy guy!) had picked it up from Roman's shop the week before. Unfortunately, there were still a few minor things to be done to it and time ran out before all of the work could be completed.



Doug's Spider. Photo by Paul Nunes.

Saturday was a great day for racing with bright sun but cool temperatures. I had a race-long dice with Fred Samson in his Lotus Elan. We swapped places several times a lap for the first six laps or so and I finally got by him with a few laps to go. It was by far my best and most satisfying race of the year. As a footnote, Sunday was raining and cold and we (Alfa Dogs) did not race but Fred did. He crashed on the Andretti Straight and nearly knocked the whole back end off of his car. Undaunted, he said that he'll glue another hunk on and be ready for the VARAC Test and Tune day in April, 2012.

Ken's car proved to be very quick, albeit a bit difficult to drive due to the 'dog box' transmission. They take a bit of practice to get the revs right for smooth shifts. He did enjoy himself though and his grin was evident for the duration. Tony raced Vytas' car and it was very rough by the end of Saturday's race. After some investigative work, they discovered

that there was little (or no) compression in two of the cylinders. The suspicions of problems from earlier in the season proved to be warranted.

Even though I had a new and more powerful engine for 2011, I failed to match my personal best time, set last year. I think that it had to do partly with old tires. The tread is still showing but they are well past their ideal heat cycles and are beginning to get rather hard. I think that I can also chalk it up to driver oxidation. I just didn't do enough laps this year to get comfortable in Fil.

2012 should be a great year for Alfa Romeo Vintage Racing and the Alfa Dogs. We will have 5 GTVs (Joe Cannella, Vytas Svedas, Tony Svedas, Ken Lee and me), a Spider (Doug Paraschuk) and a GTV6 running in G70+ (Geoff Layne and Candace Edmonds). We would really like to see a good turn out of ARCC members for the VARAC Festival in June as well as the Regional races.

Have a good off-season!

Mosport International Raceway by George Beston, Cobourg

I've heard a lot about construction activity at Mosport so I decided to take one of the season's short afternoons to go there with a friend and see for myself.

Thankfully, the new owners are making substantial improvements in the facility which will make it more attractive to competitors and spectators. The most notable change so far is that a new competitor's entrance has been created to replace the old corrugated-steel tunnels between turns nine and ten. This structure is wide and tall enough for tractor-trailer rigs to pass through. Until now, that sort of equipment had to come into the paddock by crossing the (closed) track. As soon as this new tunnel is open to traffic, they will be able to come and go at any time.

In addition, a new road is being built that will direct traffic to a much-expanded paddock area that probably doubles the area available for competitor's parking.



The tunnel during construction.



Here's a view of the new tunnel from the road along the north side of the facility. Photo by George Beston.

So far, the track has not been restored over and on either side of the new tunnel, but filling is underway.

On the infield side, the roadway from the new tunnel to the infield is on the left of the picture below, and the new portion of the paddock is in the foreground.

For the benefit of spectators, a couple of new driveways have been built which will improve access to turn two on both sides of the track, particularly the infield. Grading and other landscaping changes in a number of spectator areas will improve visibility around turn three, turns 7&8 and the top of the back straight.

Apparently, a lot more is going to happen at the track before next season. It will be really interesting to watch as things unfold. Another reason to look forward to next season!

Photo by George Beston.



Upcoming ARCC Events

Toronto Chapter

Date	Time	Event
March 31	7:00 pm	AGM
May 5	7:00 pm	Cruise Night
May 15	TBD	Sunday Drive
June 2	7:00 pm	Cruise Night
June 5	TBD	Sunday Drive
June 17-19	TBD	Vintage Festival/Drive
July 7	7:00 pm	Cruise Night
July 12-17		AROC Convention
August 4	7:00 pm	Cruise Night
August 6-7		Toronto/Detroit Party
August 21	TBD	Winery Tour
Sept. 1	7:00 pm	Cruise Night
Sept. 17	8:30 am	Creemore Drive
Sept. 25	8:30 am	Europa Rally
Oct. 6	7:00 pm	Cruise Night
Oct. 16	TBD	Fall Tour
Nov. 8	7:00 pm	Pub Night/Directors' Mtg
Nov. 26	6:00 pm	Holiday Dinner

Ottawa Chapter

Date	Time	Event
May 7	3:30 pm	Where are all the Italian cars?
June 18	10:00 am 1:00 pm 1:30 pm 2:30 pm	Italian Day - register Parade Lunch Fiat New & Retro show
June 21	7:00 pm	Annual General Meeting
August 21	TBD	Magical Mystery Tour
Sept. 13	TBD	Pub Night
Oct. 13	3:00 pm	Italian Car Christening Party
Nov. 12	7:00 pm	30 th Annual Potluck

Alfa Club of Edmonton

Date	Time	Event
May 7	11:00 am	Tech Session – Ron G.
May 29	1:30 pm	Apple Blossom Winery
June	TBD	Historic Road Solstice
July	TBD	Race event
August 3-7	TBD	Rock-N-August
August 28		Viva Italia
Sept. 11	1:30 pm	Concours
October 16	10:30 am	Amber Brewing Oktoberfest
November	TBD	Italian dinner
December	TBD	Christmas tree hunt
January	TBD	After Christmas party

Other Events of Interest

Italian Car Day, Boyd Park, August 27



Alfa Canadese

Toronto, June 17-24, 2012

The 2012 National Convention for the Alfa Romeo clubs of Canada and the USA.

Early details: <http://alfacanadese.ca>

Volunteers wanted: info@alfacanadese.ca

Alfa Romeo Club of Canada

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ARCC Update

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