



# ARCC UPDATE

December 2012

## *Alfa Canadese Badge*

by Elio Comello, Camlachie

We have heard many positive comments regarding Alfa Canadese 2012 trophies and medallion. A number of convention attendees and Alfisti at large indicated disappointment that they were not able to buy a convention medallion as a memento. Unfortunately the few extras available at the convention sold out quickly.

I have approached the supplier who is willing to make a second run of the same high quality 4" 3D cast metal medallion. Based on demand, pricing for an order of 50+ pieces would be approx \$35 + ship, (under 50 makes them more expensive; over 75 less).

If there is sufficient interest, I am prepared to handle this as a non-profit "project". Interested folks should send me a note so I can get a count for an order and final pricing.

Ciao for now,  
Elio Comello [ecomello@xcelco.on.ca](mailto:ecomello@xcelco.on.ca)  
Alfa Canadese 2012 Trophy Chair



*Painting by Francois Bruere.*

## *California Musings*

by George Beston, Cobourg

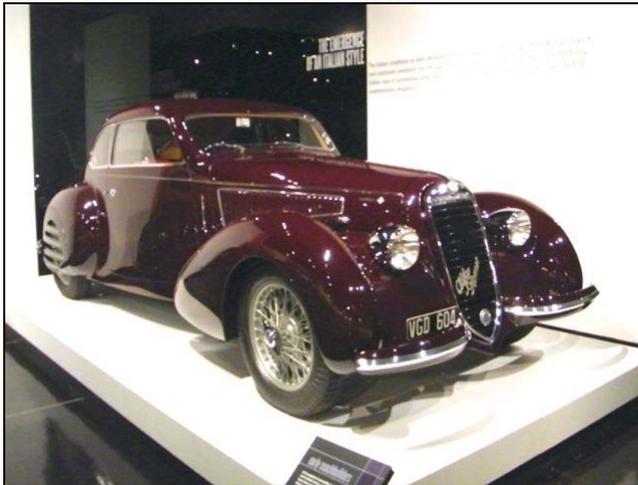
For the last few years, Alma and I have been nibbling away at our offspring's inheritance and enjoying retirement by travelling to distant places. The tradition is that I dream of automotive exploits in the planning stages and watch them get crowded out as other wonderful opportunities unfold before us. I can't say this year was much different in that regard, but since our destination was California and the AROC convention is there next year, there are a few things I want to mention.

For its location alone, I would recommend making every effort possible to attend the convention. The hospitality industry in general is very well developed in California. We've never been treated better by guides, greeters, servers, parking lot attendants, or sales people. It's as though they've had being nice down to an art for a while now and have been polishing their skills ever since. Of course you can expect that in all the best places,

but we found it also applied in less likely places like G&B Liquor, a roadside gas station cum liquor store in Planada. You can be extremely confident of feeling comfortable in California.

The other big reason any enthusiast would enjoy California is the roads. Hilly and mountainous countryside abounds, and marvellous winding roads are the norm. Speed limits are not too low, and there are frequent “pullout” sections that are sensibly used to let faster traffic go by. Let me just say that if you re-created the famous “Tail of the Dragon” route and plopped it down somewhere in California, nobody would notice because there are so many roads just like that. And yes, if you need to get somewhere efficiently you can always choose an alternate freeway route.

So, were there many Alfas there? I’m sure there are, but sadly, I only saw two Alfas on the street in two weeks, a Series 3 Spider in Los Angeles traffic and a 164 parked on the street in San Francisco. Our hop-on tour bus in S.F. went by a shop with a big sign out front saying “Alfa Centre”. Sure enough, it was a service garage whose main business is to service Alfa Romeos. I guess we just weren’t there when a lot of them were out and about.



*6C 2300 at the Petersen Museum. Photo by George Beston.*

We did a little better than that in visiting the Petersen Museum in Los Angeles. There was a special display in progress on the subject of Italian Design. It included a very nice looking Disco Volante Spider and a 6C 2300 Berlinetta. This museum is definitely worth an afternoon if you’re ever in the L.A. area with a little time to spend.



*Disco Volante at the Petersen Museum. Photo by George Beston.*

## ***Toronto Chapter Holiday Dinner***

**by George Beston, Cobourg**

The annual Holiday Dinner took place at “That’s Italian” in Woodbridge on November 30. We enjoyed a six-course meal of antipasto, bruschetta, pasta, chicken and veal with vegetables, salad and dessert. As usual the food was delicious and far too tempting for the likes of me.

The company was even better than the food. We had a most enjoyable time and the evening seemed to be over well before I was ready to stop visiting.

We were blessed with the company of Vytas Svedas’ daughter “Charlie”. This not-yet two-year-old girl charmed us all without being any sort of distraction to the evening.

Christine Pickering took the opportunity to present some familiar looking slate trophies to myself, Oliver Collins and John Pickering in recognition of our organizing roles (Co-Chairmen and for myself, Treasurer) for the Alfa Canadese convention.

Thanks to Anthony Tersigni for organizing this terrific event.

## ***CARM News***

**by Alex Csank, Montréal**

On November 15th, members of the Montreal Alfa Romeo Club (C.A.R.M.) braved a bit of cold weather for a nice Italian meal and our first official meeting at Elio's Pizzeria. Here is a quick summary of the business part:

The group decided to form as a small club with a relaxed organization as follows:

1. The group nominated Alex Sandor Csank as President and Phillip Duffy as Vice President. The attendees unanimously approved these appointments. Although we have no bylaws or

other rules yet, it is a good idea to have some folks who will take responsibility for organizing events and get-togethers. Besides, this way there is always someone to blame when things go wrong.

2. We discussed becoming members of the Alfa Romeo Club of Canada, with most of the group indicating interest in becoming members individually and in associating with the ARCC as a chapter.

3. Future event planning was discussed, with the following ideas:

December - too busy, no meeting

January - Get together (pot-luck style party)

February - Tech Session (possibly regarding the Bosch L-Jetronic Fuel Injection systems as used in Spiders from 1982 through 1989 and all GTV6 and Milanos) Location to be determined

March - Cabane a Sucre (Rigaud)

April - 1st Driving event (weather permitting) - Possible meet up with Ottawa Club

May - Seeking ideas

\*\*\*Undetermined dates in the coming season:

Autocross (Solo Slalom)

Track day/high-performance driving school

Formula One breakfast meetings

4. Club priorities, aims, mission, etc.:

a. Keep the club as a small, relaxed club

b. Club focus if for the vintage/ classic Alfa owner and other Alfa fans (Alfa ownership is not a requirement)

c. Mostly family-oriented driving and touring activities

d. Tech sessions, track and autocross activities will be explored

e. Try to have one activity per month throughout the year

During the dinner, much side discussion took place. I am including a link to the Hemmings magazine which featured Phil Duffy and his Montreal for all to see here:

<http://mydigimag.rrd.com/publication/?i=126673>

Hopefully that link will work for you.

Please don't forget our Facebook page! We have a page set up at:

<http://www.facebook.com/ClubAlfaRomeoDeMontrealcarm?ref=stream>

Also, the Alfa Romeo Club of Canada page is located at:

<http://www.facebook.com/pages/Alfa-Romeo-Club-of-Canada-ARCC/237679526288538>

## ***A New Era for Alfa Romeo?***

**by George Beston, Cobourg**

In Russ Baer's article published in the November Update, he had a pretty strong case for Alfa Romeo as we've known it being pretty much something of the past. Well, the past is past, and times have changed so much since Alfa left our shores that whatever the Alfa Romeo vehicles we see if or whenever a re-introduction of the brand occurs will be related only by branding to the Alfa Romeo automobiles that we are all enthusiastic about.

As a confessed Alfaholic, I'm not particularly distressed by this.

For one thing, there seems to be a relatively large supply of older Alfas here relative to demand. Many Berlinas, Spiders and GTs from the sixties through to the nineties are available at reasonable prices. Of course, if you want something more exotic like a GTA, Sprint Speciale or a Zagato-bodied, limited run example, prices couldn't be called reasonable except in the context of other equally rare enthusiast's cars. So, if you're in the market to buy an older Alfa, it's a good time for you.

Second, as a result of Canada's importation rules Alfas are being legally imported from Europe or Asia once they are 15 or more years old. Individual enthusiasts are doing this for themselves, and others are doing it as an opportunistic way to make a profit. In the Toronto area, we have some dealers importing and re-selling Alfas fitting this description. I'm not sure I could recommend buying one of these vehicles to everyone, but there are many among us who are up to the challenge of acquiring, maintaining and enjoying these Alfas.

Third, there is some hope that Alfa might return with interesting cars that will embody a sporting nature derived from sophisticated designs executed with flair, and, in the case of the 4C, a novel design unique to the marque.

Finally, I am very encouraged by the fact that there are two influential individuals in the parent Fiat/Chrysler organization who are, or at least have been, card-carrying members of Alfa Romeo enthusiast organizations, namely Sergio Marchionne and Ralph Gilles. As a matter of National pride, I can't help but mention both of these men have Canadian roots, but that's a topic for future articles.

Let's just hope that these individuals and others like them have the opportunity to apply their talents to the task of making something out of Alfa Romeo going forward and that they find suitable occasions to introduce them to the Canadian market.

## Alfas Save Christmas

by Alex Csank, Montréal

The following is a short Alfa modified version of an old story, published in this month's *i Saluti*, the newsletter of the St. Louis Chapter of the US Alfa Romeo Owners Club and written by my friend Dale Dodd, that club's Poet Laureate.

*'Twas the night before Christmas and all through the shop,  
The Alfas were leaking; drop, drop, drop, drop.  
The owners asleep, all snug in their beds  
While visions of MiTos danced in their heads.  
In the dark of the night there came such a noise,  
The owners were afraid it came from their toys.  
But out on the lawn there was such a sight,  
It was eight tiny Spiders, their headlights on bright.  
All painted in red with chrome all aglow  
And bright leather seats as white as the snow.  
I shouted to the drivers so loud they could hear  
What in heck are you all doing here?  
"Santa's in trouble!" came the chorused reply  
"We're trying to teach these Spiders to fly.  
His reindeer are ill and can't pull his sleigh  
Christmas is lost if we don't find a way.  
They've got the power and we've got the will  
But teaching Spiders to fly is all up a hill."  
The magic that's Christmas soon saved the day  
For the jolly fat man and his toy-laden sleigh.  
The Spiders became hitched in teams of two  
And the drivers all knew what each had to do.  
With engines a-roar and headlights on high  
They pulled Santa's sleigh up into the sky.  
We could hear him exclaim as they drove out of sight*

*MERRY CHRISTMAS TO ALL  
AND TO ALL A GOOD NIGHT.*

## Upcoming ARCC Events

Regional representatives are requested to send your 2013 events calendars to the secretary or the editor for inclusion in the next issue.



**HAVE A SAFE AND  
HAPPY HOLIDAY SEASON!**

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