



# ARCC UPDATE

June 2013

## Toronto Cruise Night

by Anthony Tersigni, Richmond Hill

At the last minute, we decided to change our cruise night from Thursdays to Tuesdays. This was prompted by the way the gathering has been going on Thursdays. There has been a huge turnout of all kinds of vehicles resulting in a feeling that we were getting swamped. Hopefully Tuesdays will be a more relaxed occasion for ourselves and the Fiat club to share our enthusiasm for Italian cars. In any case, it was cold and rainy on Thursday, so we're happy for the change this month!



Alfas present included a pretty 916 coupe. Photo by George Beston.

## Montréal (CARM) News

by Alex Csank, Ste. Anne-de-Bellevue

### May Flower Fun Rally

A beautiful spring day with a blue sky and mild temperatures helped to make a perfect setting for our May Flower Fun Rally on Saturday, the 18th of May. What a great day to be out in a fine Italian car, touring our internationally-flavoured city!

Gathering for a Navigator & Driver meeting at 10AM at Montreal's famous 'Gibeau Orange Julep', one Montreal, three GTV6s, a '79 Spider, a '96 Spider and a substitute Alfa (a Honda Civic) lined up to depart at one-minute intervals with their route instructions in hand. To get full points, teams had to be well-prepared with a hard-writing surface

and pen or pencil, beverages for all occupants, a memento of Montreal and an Alfa Romeo or other vintage or classic car.

Once the enthusiastic teams were ready, they took off in their hunt for clues and answers to this flower-themed rally. They followed a circuitous and scenic route which took them up and over Mount Royal, through the park, then downward towards the harbour and onto the cobble-stone streets of Old Montreal. They then drove half-way across the Jacques-Cartier Bridge and down to Parc Jean Drapeau for a lap on the Formula One Track (Circuit Gilles Villeneuve). Upon completion, they were directed back towards the mountain for a quiet trip through the hillside cemetery of Notre-Dame des Neiges and then on past Parc Jarry, the former ball-park originally used by the Montreal Expos, through Little Italy, eventually reaching the finish-line at Elio's Pizzeria for a little lunch.

The scores were tallied up and although everyone did well, some did better than others. In the end, there was a tie for First Place. Both the 'Japanese Alfa' Team of Michel Cyr and Yves Boulanger and the 'Alfa Romeo Montreal' driving team of CARM Vice-President Phil Duffy and his navigator and talented ten-year old daughter Renee, achieved a high-score of 94 points (out of a possible 100)! I believe that there should be a very special congratulations passed to Renee for doing such a terrific job of navigating in her first rally! I awarded a few little prizes to the two winning teams as we awaited our lunch.

It was great to see Alfas gathered once again and I know that we are all happy that the driving season is back in full swing.

### CARM Canadian Grand Prix BBQ

Kindly offering to host the club for a BBQ lunch on the day of the Canadian Grand Prix, Sam and Lucy got busy preparing their home and their backyard for the festivities. But as race day approached, it looked as if rain would make it necessary to cancel the BBQ. Deciding to make it happen regardless of the weather, Sam and Lucy hosted a small, but

enthusiastic group of Alfisti at their lovely home, where we were treated to some fine sausages, chicken and ribs from the grill, with a variety of delicious salads and vegetables and side dishes, some of which were provided by the guests ... à la 'pot luck'.

Although there were still a few drops of rain and some nasty clouds in the early morning, by the time we got together nearing the noon hour, both the patio and the racetrack had dried sufficiently to provide everyone a terrific afternoon in the sun! Once all had drank their fill of Sam and Lucy's Sangria and other beverages, the boys parked themselves on the couches to watch the race, drinking espresso coffee and a little Sambuca for added flavour!

On behalf of the club, I extend a big thanks to Salvatore and Lucia (Sam and Lucy) for their gracious hospitality!

## *Simeone Museum Alfa Day*

by George Beston, Cobourg

Ever since the 2010 AROC convention, I've been on the mailing list of the Simeone Museum in Philadelphia. I made up my mind during the pre-convention tour's visit to this museum that I'd be back, and the sooner the better.

This year, the Museum's Demonstration Day schedule came up with an Alfa Romeo Club Day on May 25, which was also the starting date of their "Best of Italy" show that runs from May 25 to June 9. The Club Day was billed as "A tribute to the greatest racing sports car of the 1930's: Alfa Romeo. We'll discuss the history of the famed marque and the evolution of the legendary 8C 2.3 and 2.9 models." This was followed by a list of the Alfas involved; a 1925 RL SS, a 1929 6C 1750 SS, a 1933 8C 2300 Le Mans, and a 1938 8C 2900B. Say no more, I'm in!

Actually, Jon Lewington brought this event to my attention back in March, so we've been planning to do this for a while. In the early stages we included Tony Adams, who had missed the 2010 event due to some concerns with his Spider. The plan evolved as a drive to Philadelphia on Friday May 24, a tour of the museum and attendance at the Club Day activities followed by a return home on the 25th. For what it's worth, the round trip was somewhat in excess of 1600 km., so nobody can call us lacking for ambition.

This museum is a private collection of significant sports cars assembled by Dr. Fred Simeone over a period of many years. Until five years ago, the collection was housed in an industrial warehouse

and was not accessible to the public. Thankfully for us, that changed in a big way when Dr. Simeone acquired a commercial building near the Philadelphia airport and converted it to a museum to house his collection. For more details, check out the website at [simeonemuseum.org](http://simeonemuseum.org).

## SIMEONE AUTOMOTIVE MUSEUM

So, after a long and chilly Friday drive, dinner at a decent Ruby Tuesday's and a night's sleep at a just O.K. Microtel, we showed up near opening time to peruse the collection and the Best of Italy show, and to consider the books and clothing items being offered in the Museum's store. These activities were punctuated by the sounds and smells of the demonstration Alfas being started and moved into position for the discussion segment of the gathering.

Despite the fact that the museum only has 60 vehicles, it took quite a while to go around and see all of them because they are so unique and many of them have histories worth reading. Pairings worth reflecting on included a Jaguar C type and D type parked together, and a Ferrari Testa Rossa along side an ex-NART GTO. If you like American iron, there is an original Gran Sport Corvette, a Cobra Daytona Coupe as well as many pre WWII cars such including Auburns and Packards. Alfas on display but not participating in the demonstration included a 1975 33TT12, a 1937 8C 2900 Spider, an 1933 8C 2300 Monza and a very interesting 8C 2300 Spider by Castagna in original /survivor condition.



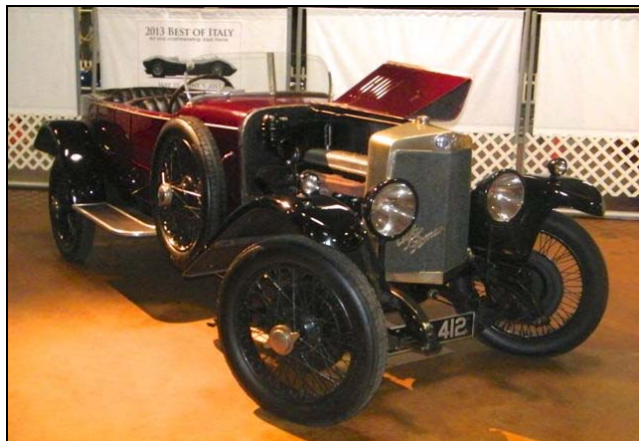
*8C 2300 Spider. Photo by George Beston.*

The crowd gathered at about 11:00am for a brief lecture by Dr. Simeone on the significance of the cars on display. In his opening comments, he introduced Bill Lightfoot as the world's fastest Alfa Romeo driver in honour of the world record Bill set at Bonneville in 2010: 232.215 miles per hour in the



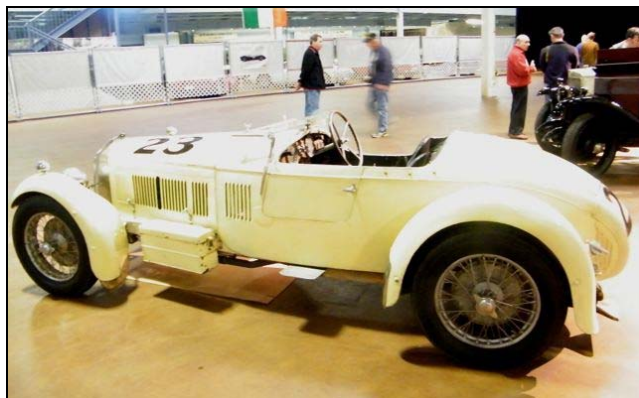
blown fuel modified sports, under two litre class. This, of course was in “Bonnie” the well-known Spider owned by Richard Kreines and prepared by Jim Steck.

Dr. Simeone went on to describe what he called a renaissance of automotive design as he gave us some details on each of the demonstration Alfas outlining the progress made in the design and performance of Alfa Romeo sports cars from the late 1920's to the late 1930's. Alfas in his collection that exemplified some of the high points of this era were the RL SS, 6C 1750, 8C 2300 and 8C 2900 models.



*RL Super Sport. Photo by George Beston.*

The RL SS has a twin carburetor version of the 3.0 litre overhead valve six cylinder engine making a claimed 83 horsepower. This particular SS spent much of its life in England and was raced at Brooklands and other places. The sporting versions of the RL performed reliably and had some success in the early 1920's, but later in the decade were not as quick as their rival Bugatti.



*6C 1750 SS. Photo by George Beston.*

The next example for us to contemplate was the museum's James Young bodied 6C 1750 Super Sport with its twin cam supercharged engine. The factory reported 102 horsepower at 5000 rpm. This particular example is unique in that it is the only

Alfa of that era known to have been brought to the United States and campaigned in ARAC (Automobile Racing Club of America) events in the 1930's. The paint on this car is very old, maybe even original. At first glance, the rectangular opening in the rear of the body work looked a little out of place:



*Notice those rubber covered pads between the body and the fenders. Sure enough, they do have a purpose – steps to access the rumble seat! Photo by George Beston.*



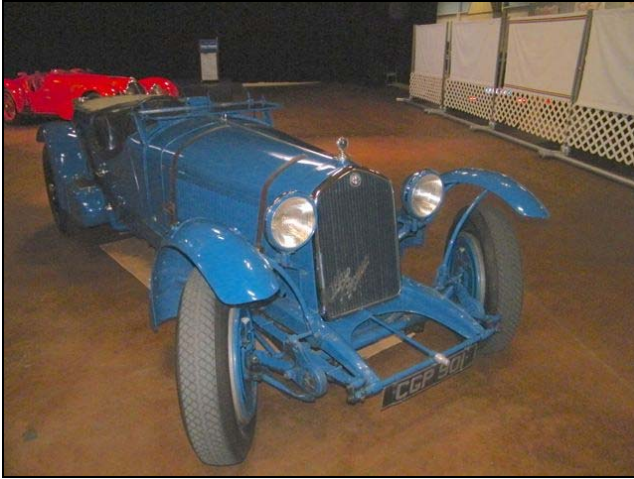
*Photo by George Beston.*



*Something else I wasn't quite prepared for is the fuel tank on the firewall. Photo by George Beston.*



Apparently, this is a surge tank. Fuel is pumped from the main tank into the surge tank and then fed by gravity into the carburetor which sits low in the engine compartment, on the intake of the supercharger.

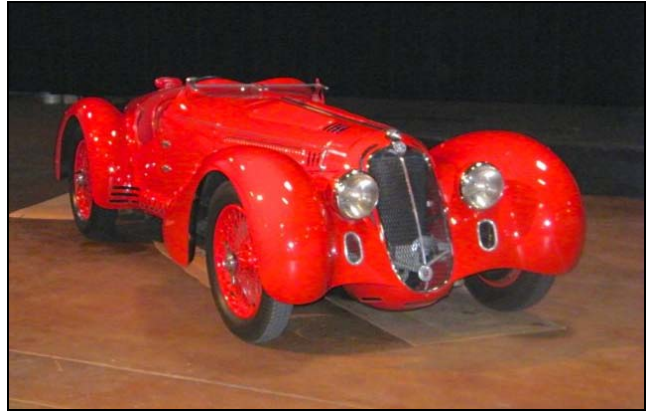


*8C 2300 Le Mans. Photo by George Beston.*

The 8C 2300 on display is the 1934 Le Mans winner. It was purchased by Lord Howe with a Le Mans victory in mind. The Touring body seems a bit ungainly with four-seat body work and the bulbous spare tire cover. The power rating of this supercharged 8C was 180 hp. The blue is a colour used extensively by Lord Howe's family.



*A beautifully prepared engine compartment. It too has a gasoline surge tank. Photo by George Beston.*



*The ultimate sports car of this era is the 1939 8C 2900 Spider Corsa. Photo by George Beston.*

The engine in this car had dual superchargers each fed by a separate carburetor resulting in ratings of up to 220 horsepower. The body is by Touring using their "Superleggera" style of construction and features advanced styling for its era. The chassis features fully independent suspension and a transaxle for better weight distribution. This particular car won the Mille Miglia in 1939.

When this car was moved outside for the demonstration exercise, I noticed a surprising type plate that clearly says "Tipo C". One of the volunteers offered the explanation that when it was first manufactured this Spider was equipped with a 308 engine to maximize its chances of winning the Mille Miglia and was later changed back to a more conventional 8C 2900 engine. If that's the case, it would have had up to 295 horsepower on tap for the Mille Miglia.



*Photo by George Beston.*

After his presentation Dr. Simoene was asked about the value of these cars. He pointed out that he has owned all of them for a long time, and in hindsight didn't pay "all that much" for them. He then deflected the question by saying that to establish a value, there has to be a willing buyer

and a willing seller agreeing on a transaction. Since he has no plans to be a seller of any sort, there is no way to put a number on the value of any of these Alfas.

After the presentation, the supercharged cars were moved out to a back lot, and Dr. Simoene and two of the Museum staff circled the lot in the three supercharged cars. The sights and sounds of this exercise were most entertaining. The presence of superchargers was evident from their higher pitch noises, and the exhaust notes of both eight cylinder engines were deep and characteristic of the cylinder count without being annoyingly loud or busy.

All three cars lapped the back lot many times. The Le Mans 8C 2300 seemed to be the one that was best sorted out mechanically from the perspective of how well it performed. After about a half hour of this, the three supercharged cars were parked to provide more photo opportunities for those of us in attendance.



*Photo by John Lewington.*

Overall, this was a very worth while trip. When an Alfa demonstration day appears on the Museum's calendar again, we should fill a bus and attend in force!



*Photo by George Beston.*

John brought along a binder containing some of his Alfa-related stamps that he's been collecting over the years. Dr. Simeone was interested enough to take the time to look through them despite a busy schedule.

# Italian Happening

## ***Italian Happening 2013***

**by Dave & Andy Hammond, Bloomfield Hills**

The "Happening" is back again, a day of joyful chaos of engine noises, owners sharing car tales, their technical expertise and other lies while enjoying a relaxed afternoon among Italian cars and bikes, friends and food. The registration form can be downloaded from:

<http://enjoyclassiccars.com/italhapp.htm>.

The Rondo String Quartet will provide background music as we celebrate Italian cars, bikes and the surprises that "happen" on Saturday, July 27 as part of the Concours d'Elegance of America at The Inn at St. John weekend. Be there for the roar as 200 Italian engines simultaneously clear their throats. Bring your Italian car or bike, pack the blanket and enjoy the camaraderie

Italian Happening is open to the public, 11:00am to 3:00pm, \$15 per person. Better yet, show your Italian car or bike, stuff friends onto the seats, fenders, floor, and it's a single \$20 admission for the car and everyone in it. This isn't your grandfather's concours, it's a festival and picnic. Food and a full bar will be available for purchasing your picnic lunch.

Italian Happening takes place by the golf course at the Inn at St. John. Display vehicles must arrive between 10:00am and 11:00am. The Inn is off Five Mile Road east of Sheldon Road in Plymouth, just north of M-14. A map of the display areas and entry points can be downloaded from the web site.

Hope to see you at the Happening!



## 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.

### Alfa Club of Edmonton

Date	Time	Event
March 12	7:00 pm	AutoObsessed
March 19	7:00 pm	Go Kart Racing
May 25	11:00am	Lift Day
June 9	8:30am	History Road - Reynolds

### Toronto Chapter

Date	Time	Event
May 2	7:00 pm	Cruise Night – La Paloma
May 4	9:30 am	Pinarello Tech Session
June 6	7:00 pm	Cruise Night – La Paloma
June 14-16	TBD	Vintage Festival / Drive
July 2	7:00 pm	Cruise Night – La Paloma
July 20-21	TBD	Montreal/Ottawa Rendezvous
August 6	7:00 pm	Cruise Night – La Paloma
Sept. 3	7:00 pm	Cruise Night – La Paloma
Sept. 15	TBD	Rendezvous with Detroit
Sept. 29	TBD	Europa Rally
October 1	7:00 pm	Cruise Night – La Paloma
Nov. 30	8:00 pm	Holiday Dinner

### Club Alfa Romeo de Montréal

Date	Time	Event
April 20	7:00 pm	Supper Seminar
May 18	10:00 am	May Flower Fun Rally
June 15	TBD	Introduction to Autocross
June 22	10:00 am	Summer Driving Tour
July 7	TBD	Fiat Breakout
July 20-21	TBD	Toronto/Ottawa Rendezvous
Sept. 15	TBD	Introduction to TSD Rally
Sept. 29	TBD	Italian Car Day
Oct. 19	10:00 am	Autumn Leaves Tour
Nov. 30	Noon	Holiday Party Lunch

### Other Events of Interest

- Members' Tech Sessions
- Sunday Drives
- Exposition de Voitures Anciennes, Laval, May 26
- Italian Car Day, Boyd Park, Woodbridge, July 6
- Italian Car Day Parade, Ottawa, June 15-16
- Grand Prix of Mosport, ALMS, July 18-21
- Unofficial Cruise Nights occur every Thursday evening at La Paloma, May to October
- Italians at the Julep, 2<sup>nd</sup> Tuesday, May to October, 7:00pm



Faisal Huda's freshly re-finished GT Jr. Photo by Faisal Huda.

## Alfa Romeo Club of Canada

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Jack Thompson	Past President	(780) 481-1708
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