



ARCC UPDATE

February 2015



"Barn Find, Targa RL TF" – an original watercolour by John Lewington. Says John, "I like to paint in the winter as it gives me an activity I can pursue indoors. I took my 'inspiration' for this one from the recent article on Campari's car in "Classic and Sports Car" and the popularity of the "Barn Find" books."

The Dreaded Dues Increase!

by George Beston, Cobourg

As mentioned in my Treasurer's note in the December Update, you will find that the renewal form being distributed with this newsletter does indeed include a ten dollar dues increase for the National club. I wish it wasn't so, and your executive hopes that members won't consider this

an ominous burden. The basics are that dues haven't increased since 1998, but increased postal rates and the state of the Canadian dollar make it necessary to carry out the increase that's been discussed. We have considered e-mail distribution of the newsletter, and hope to be able to make that a lower cost membership option in the future.

President's Letter

by Alex Csank, Ste. Anne-de-Bellevue



Alex at the local Alfa store. Photo provided by author.

It's been another cold and snowy winter for most of us ... and the snow just keeps on coming! As I write this month's column, my driveway, walkway and porch are covered in yet another layer of white stuff to shovel. I don't mind the cold and the snow, but it really DOES remind me of the vast difference between living in Eastern Canada and anywhere in Italy. I have driven old Alfas in the snow, and I found that the 105/115 Series Spiders, GTs and sedans seemed pretty good on slippery roads as long as your tires were grippy and the snow wasn't too thick. But, while the transaxle cars (Alfettas, GTV6s and Milanos) theoretically have better balance (50/50 weight distribution), their lower stance and usually wider tires and greater power made them a little harder to handle on really slippery surfaces and in the snow. Not that I recommend using your classic Alfa as a winter car mind you, as the tin worm accelerates its eating habits tenfold when mixed with a little road salt for flavour!

Still, I have been entertaining fantasies of using a GTV6 with taller suspension and riding on some tall, but skinny studded Nokian Hakkapeliittas, and equipped with a bull-bar and some Hella or Cibie rally lights while hurtling through some twisties in the mountains nearby. Crazy? Yeah, I am a little crazy. But I'm not the only one with that idea. Alfas were used successfully in all kinds of Alpine conditions in European rallies for many years before the dominance of AWD cars in the winner's circle. You can find lots of information about Alfas in professional competitive rallying with a few Google searches.

With spring on the horizon, I encourage you all to get your initial planning done for the busy driving season ahead. Your local clubs will have some nice events I am sure, and there are other major

combined Italian car events being held throughout the spring, summer and fall in the GTA, Ottawa and Montreal. Events like the *Ottawa Italian Car Parade*, the *Italian Car Day* in Woodbridge, Montreal's *Fiat Breakout* and September's *Raduno Montebello* are sure to be loads of fun! In addition, the Alfa Romeo Owners Club USA (AROC) annual convention, called *Alfamiglia Nordest* this year, is being held in Warwick, Rhode Island in late June and is within easy driving range for the majority of our ARCC membership. If you have never been to an AROC convention, it is a fabulous event, with lots of fun activities for spouses and drivers alike. Go visit their website at www.alfa2015.com to see a list of activities and to register online. Finally, we are once again planning on a regional ARCC weekend meet-up somewhere in or near Kingston, Ontario this coming August. If you can only make one overnight outing this year, please join us for this 3rd annual *Raduno Estivo!*

I have received feedback from some of you and I want to thank you for writing. Although I haven't responded to each of your questions and suggestions yet, I will be writing each of you back soon with my comments. Please keep those cards and letters (ok, email) coming! Also, please send in your photos, articles and ideas for the newsletter. George Beston, who does a superb job as our *Alfa Update* editor is always looking for your input for upcoming editions.

Rev high!

Alex

The Founding of the Alfa Romeo Club of Canada

by Oliver Collins, Toronto

It was surprising to read George Beston's recent remarks that there had actually been an Alfa Romeo Club of Canada before we started the current club in 1975.

This was the first we had ever heard of this.

Starting a Canadian Owner's Club became an idea when my next door neighbour, Dan Hall, and I purchased new Alfa GTV 2000s from Gyro Motors in 1974. I had previously owned 2 used 1750 Alfa Berlinas, but the new car was an inspiration.

Dan and I had postcards printed that we put under the windshields of any Alfas we saw, asking for their interest in forming an owner's club. One of the recipients was John Winter who called me in late summer of 1975 to say he and Richard Stafferton were having a picnic at Elora Gorge along with several other Alfa owner friends and would we like

to come along, as they had been discussing the same idea for an Alfa owner's club and also distributing windshield postcards.

A sunny September day greeted the four Alfa GTVs, two 1750 spiders, one new Berlina and Richard's Giulia 1600 spider at Elora. For our first Concours we had all the ladies present vote for their favourite car. My GTV won (likely because I had 2 women with me) and I still have that trophy proudly displayed at my garage. We shared our postcards with everyone to distribute and after receiving about 70 by return mail we called a meeting to establish a formal club.



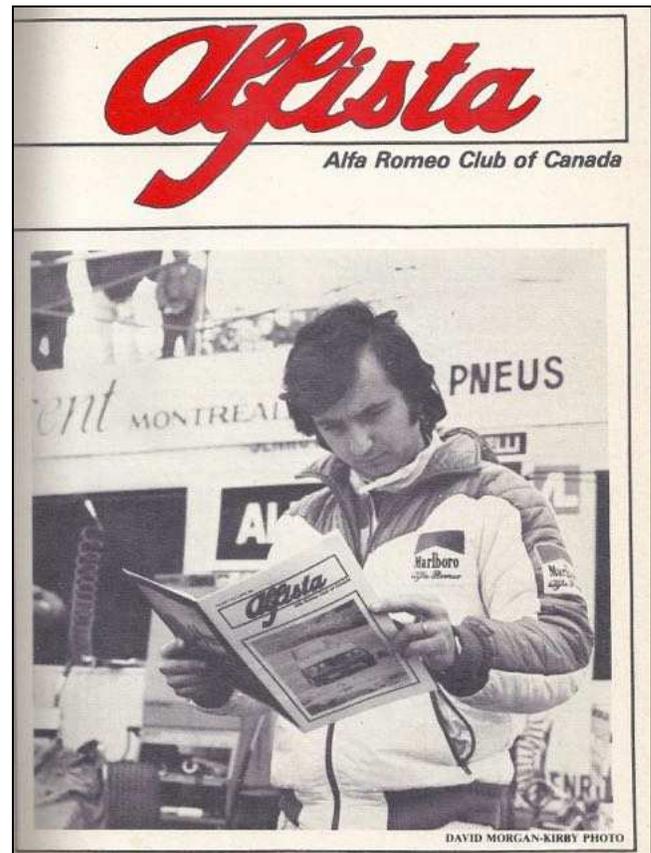
Elora, 1974. Photo by Oliver Collins.

About 15 people attended the founding meeting in the spring of 1976 and we selected an executive steering committee consisting of John, Richard, Dan and myself. We established an initial membership fee (I think it was \$10) and decided that if we could get 25 paid members to join, it would be worth starting a formal club. Any members who joined by June 1, 1975 would be *Alfista Fondatores* (founding members) and were all given a plaque in recognition of this. The 70 postcard returnees were all sent a notice of this and the club was on its way. We allocated club membership numbers to the first official executive committee which was #1 for President Oliver Collins, #2 for Vice-President Dan Hall, #3 for Secretary/Treasurer John Winter, and #4 for Editor Richard Stafferton.

By June we had 50 founding members and membership went on until I believe we are now at over 1400, having not repeated the numbers of retired members.

Starting in September 1976 and for the next 2 years Richard produced an impressive newsletter, *Alfista*, which won accolades internationally. It was, and still is, common for clubs to exchange newsletters and reprint articles of interest from others. Our policy at the time was to only print original articles in *Alfista*. As a result we had original in depth articles submitted by world famous Alfa experts such as Henry Wessells III, Simon Moore, Peter Marshall and letters from the likes of renowned Alfa author Peter Hull and Luigi Fusi, author of the Alfa production reference bible. We have a photo of

Bruno Giacomelli, when he was racing for Alfa reading our *Alfista* at a racetrack while in Canada. *Alfista* was eventually published for over 10 years.



Within a year we had contacted local Alfa Clubs in Ottawa, Vancouver, Montreal and Edmonton and had agreement to establish a Chapter affiliation with all of them and our local club became the Toronto Chapter. All chapters were members of the National club and each contributed a small portion of their fees for its operating costs and the publishing of *Alfista* the national newsletter that went out to all chapter members.

We had annual *Alfameets*, organized most years by a different chapter, similar to the one we had in Toronto in 2012. These were regularly attended by many Americans who participated in our track days, rallies, slaloms, and concours events.

The club now is much more low key, probably due to lower membership following the lack of new Alfas here since 1994. At least it is still active with a few good people continuing with regular events. Maybe we will see a more active membership with the return of Alfa Romeo to Canada.

The Last Employee of Alfa Romeo Canada

by George Beston, Cobourg



For years, I've heard comments from others in my community that there is a link between Lou Rinaldi, a well-known politician in our area, and the Alfa Romeo Canada organization. Because he is a busy man, I was a bit hesitant to approach him on the subject. Fortunately, he did come by my home last fall campaigning and mentioned that he

has friends in my neighbourhood and always enjoys seeing the Alfas in my driveway. His friendly interest made me comfortable enough to request a meeting to discuss his background with Alfa Romeo. His staff graciously set up an appointment time.

It turns out that Lou worked for Alfa Romeo Canada from 1975 to 1978 and ended up as the Assistant National Service Manager. He managed the facility on Norfinch Drive which did warranty work and also some retail vehicle service for the company.

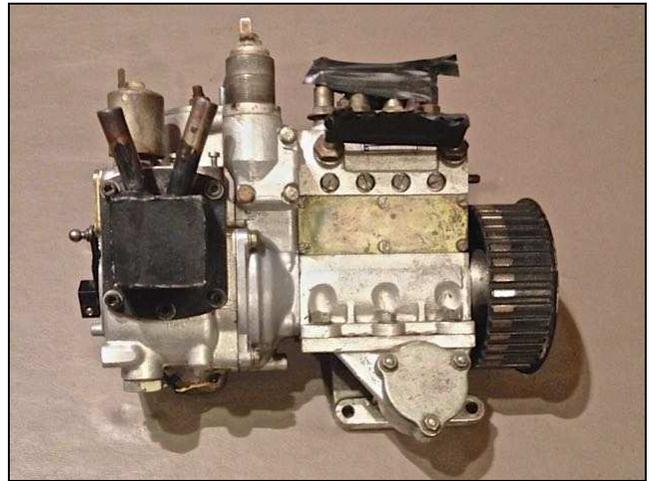
Lou is a mechanic by trade and has a background in various automotive businesses. He joined Alfa Romeo Canada in 1975 as they were staffing up to support the launch of the Alfetta series.

He was involved in a few memorable corporate conversations. On a trip to Italy the subject of SPICA fuel injection issues was raised, specifically the accumulation of moisture from condensation of combustion by-products in the pump and subsequent no-starts due to this water freezing within the pump. The best answer he could get was a dismissive "it doesn't happen in California".

On another occasion he asked a question of senior executives about what advertising and promotion was planned to support the Alfetta launch, to be scolded "Luigi that would demean the brand. Everybody wants an Alfa."

To his credit, Lou was involved in the fabrication and installation of the SPICA pump warmer on Canadian cars. This item replaced an access cover. It had a chamber with short sections of steel tubing welded into it. This chamber was spliced into the heater supply hose in order to warm the pump and improve oil circulation. This was found to be

effective in reducing the accumulation of water in the logic section, and improve winter driving reliability.



SPICA injection pump. Photo by George Beston.

When the decision was made for Alfa to move out of Canada and just sell U.S. models on the northern side of the border, obviously everyone had to go. Lou had offers for jobs related to Alfa in the U.S. and Italy, but decided to go back into business for himself instead.

Lou did end up with some interesting Alfas as that business closed. One was a Duetto 1600 Spider prepared for racing, and the other – which we now wishes he had kept – was a Giulia Giardinetta which the company imported and put into use as a field service vehicle. Along the way, he also owned a Spider Quadrifoglio for a time. Currently, his only Italian car is a Maserati Biturbo Spyder.

After working for Alfa Romeo, Lou had a parts business selling Sprint exhausts and Revolution wheels, and later gave that up to buy the Brighton Speedway, a one third mile dirt track that we often go by on our drives to Prince Edward County. This facility is now in the capable hands of Lou's son, and has many classes of racing events all year long.

Lou got into politics almost by accident on the Brighton Township Council, but did so well there that when the town and the township merged to form a municipality, he became the mayor. He has moved on from that, and now serves as the MPP for our Northumberland-Quinte West riding.

North American International Car Show

by Pat O'Reilly, Sarnia

I thought the Detroit show was less about electric (cars) and more about gasoline-fed horsepower this year, so I was very curious how Alfa would look amongst some huge roll outs such as the Toyota FT1, Ford GT (with '67 and '05 models right there), FCA's own Challenger Hellcat with a 707 hp engine that chugs 1 pint every 7 seconds at WOT, Maserati's 100th anniversary coupe, and of course, the ZO6 Corvette, just as examples.

We worked the perimeter towards the middle before I came around the Jeep corner and saw Alfa's answer to all of those other launches.



The Alfa Romeo display. Photo by Pat O'Reilly.

It included coupe and just-confirmed convertible 4Cs flanked on the right by a Tipo B (P3) from the '30s and a Tipo 159 Alfetta from the early '50s. On the left was a Tipo 33 Stradale. Also there was a glass case displaying parts from Alfa's history, including steering wheels, grilles etc., and even a 750 series rocker panel with the paper parts tag.



4Cs and Stradale. Photo from www.autospies.com.



Alfa logos everywhere. Photo by Pat O'Reilly.

By the Thursday of the show, I could only get one brochure, despite trying for extras. All in all, it was a very impressive display. As I wandered past it twice more I saw that it was always very well attended and the manufacturer's reps were always busy answering queries as best they could.

What a difference from the shows of the early nineties when our favorite cars were barely there with little factory thought towards Alfa displays. At this one you could wear an Alfa shirt or jacket and be asked about it!



Tipo 159 cockpit. Photo by Pat O'Reilly.

Editor's note: The convention was also well covered in the Canadian press, which makes me hopeful that something of Alfa will be at the Toronto show. For videos and more, see the Alfisti TV section of the U.S. 4c.alfaromeo.com website. There are eight videos available there including Reid Bigland's presentation on Alfa and the 4C Spider.

Upcoming ARCC Events

Regional representatives are requested to send your 2014 events calendars to the secretary or the editor for inclusion in the next issue.

Club Alfa Romeo de Montréal

Date	Time	Event
January 24		Annual Meeting and Lunch
February 21		Tech Session
March 28		Cabane à Sucre
April 19		Lunch
May 9		Springtime Tour
May 23		Laurentians Fun Rallye
June 6-7		Grand Prix Expo, Barbeque
June 14		Fathers' Day Veterans Tribute Car Show
June 20-21		Ottawa Italian Festival
June 22-28		AROC USA Convention
July 5		Fiat Breakout - Montréal
July 25		Mid-Summer Drive
August 8		Italian Car Day, Woodbridge
August 22-23		Raduno Estivo, Kingston
Sept 12-13		Lake Placid Road Trip
Sept 27		Raduno Montebello
October 3		Vineyard Tour
October 17		Fall Colours Drive
November 28		Holiday Party

Alfa Romeo Club of Edmonton

Date	Time	Event
January 17		Christmas Tree Hunt
Feb 27- Mar 1		Fernie Ski Weekend

Alfa Romeo Club of Canada

National Executive

Alex Csank	President	(514) 771-9513	alfaromeodriveralex@gmail.com
Mark Willis	Western VP	(403) 668-0379	mark.willis@cnrl.com
Tony Adams	Eastern VP	(905) 642-3749	tony.adamsinsj@sympatico.ca
George Beston	Treasurer	(905) 372-3552	gbeston@eagle.ca
Christine Pickering	Secretary	(416) 498-6553	christine.pickering@gmail.com
	Messages	(416) 499-7129	
	Fax	(416) 499-4517	

Regional Contacts

Don Best	BC	(604) 939-5056	dlbest@telus.net
Bob Merchant	AB,SK,MB	(403) 244-9150	rmerchant@shaw.ca
Jack Livingstone	ON	(613) 232-6335	alfa190@excite.com
Yves Boulanger	QC	(450) 692-7478	ro.yvesliet@oricom.ca
Daniel Nicholes	NB,NS,PE,NL	(506) 459-0282	drnicholes@yahoo.com

Local Club Contact

Don Best	Vancouver	(604) 939-5056	dlbest@telus.net
Mark Willis	Calgary	(403) 668-0379	mark.willis@cnrl.com
Chesley Wells	Edmonton	(403) 963-9199	clwells@cruzinternet.com
Anthony Tersigni	Toronto	(905) 918-0457	gtv_veloce@hotmail.com
Marc Faubert	Ottawa	(819) 775-0632	shiraz1965@gmail.com
Alex Sandor Csank	Montréal	(514) 771-9513	alfaromeodriveralex@gmail.com



The new Ferrari F1 car is sporting the Alfa logo as a tribute to Ferrari's beginnings. Photo provided by Scott Lennox.

Toronto Chapter

Date	Time	Event
February		Directors' Meeting
March		AGM
May-October, First Tuesday	7:00 pm	Cruise Night - La Paloma
June 21		VARAC Vintage Festival
June 22-28		AROC USA Convention
August 8		Italian Car Day, Woodbridge
August 22-23		Raduno Estivo, Kingston
Sept 27		Raduno Montebello

Calgary Alfa Marque Society

Date	Time	Event
May 24		Airport Tunnel Car Show
May 29		Garage Tour
June 14		Reynolds Museum Show
July 19		Stanley Park European Car Show

Alfa Romeo Club - Ottawa

Date	Time	Event
May 9		Springtime Tour
May 23		Laurentians Fun Rallye
June 20-21		Ottawa Italian Festival
Sept 27		Raduno Montebello

Club mail

Alfa Romeo Club of Canada
P.O. Box 62, Station Q
Toronto
Ontario M4T 2L7
Canada

ARCC Update

Editor George Beston
(905) 372-3552
gbeston@eagle.ca

ARCC On Line

Website <http://www.alfaclub.ca>
Webmaster David Munro
djwmunro@yahoo.ca
Facebook
[Alfa-Romeo-Club-of-Canada-ARCC](https://www.facebook.com/Alfa-Romeo-Club-of-Canada-ARCC)