



# ARCC UPDATE

September 2008

## Newsletter Schedule

by George Beston, Cobourg

I'm sure everyone noticed that the last newsletter came out as a July/August issue. The Club's intention is to have a monthly mailing complete with a current Update newsletter, but things can go off the rails a bit. For instance, our publisher's cottage near Coboconk, Ontario, was struck by a tornado in July. Fortunately, there were no injuries, and only minor damage to the cottage. Unfortunately, John and Christine were left with a terrible mess to deal with including a crushed roof on their daily driver thanks to a tree that fell over the length of the Durango. The incident was reported on the local television news and coverage included an interview with John. That's getting your 15 seconds of fame the hard way!



## Alfa News

by George Beston, Cobourg

There's talk of resurrecting the Giulia name for the next generation of the 159 sedan, but other than that, no new plans, new model announcements, and no new partnerships have been expressed lately. It's just as well. There has been too much news recently for all of it to be true!

## Shell Historics

Story and photos by Gord Zimmerman, Bobcaygeon



The tour to Mount Tremblant was a great trip for the three Alfa's and two Miatas. Friday morning we all met in Bobcaygeon under sunny skies, with our tops down except Ron. He was driving his stunning red GTV.

We headed up the twisty highway 507 then on to Bancroft for a coffee stop. The sunny skies soon became overcast. From Bancroft we traveled through the rocky hills through the little towns of McArthur Mills, Denbigh and then to Renfrew. We crossed the Ottawa River on the Quyon Ferry where we met up with the second Miata.



Our first priority was to stop for lunch where we all had a jumbo order of Poutine (fries, gravy and cheese curd). Then we tackled the very poor roads and rain through Hull and up route 323 to Mont Tremblant. We checked into the Comfort Inn and met for dinner.

Saturday morning we headed up to the track and some great racing. There were four classes of racing: the modern F1 Ferraris, the FXX Ferraris, disk brake Italian cars and drum brake Italian cars. The racing was pretty exciting especially the 2003 and 2004 Formula 1 Ferraris.



There were about ten FXX Ferraris racing. These two million dollar cars were unbelievably fast and put on a great show.



The best racing was between two 8C/35 1931 Formula 1 Alfa Romeos. The racing between Peter Giddings and Peter Greenfield was very close.



Giddings came away with the pole and the win in both races. Seeing the two cars at speed was pretty spectacular and a very rare sight. We wandered around the paddock talking to the drivers and crew. Chatting with Peter Giddings and sitting in his Alfa 8C/35 was pretty neat.



I felt like a kid in a candy store. Peter remembered the Alfa Club and our dinner together a couple of years ago in Mont Tremblant.

After a great day at the track we met for dinner at the Antipasto Express in St Jovite. This converted railway station hosted the ten of us for a great dinner, some superb wine and great Italian cuisine.

Sunday we had to take that horrible road back to Ottawa. I think we all bottomed out a dozen times. We took a different ferry across the river at Montebello. Three of the group went up to Manotick for lunch and then highway 7 back home. I went on to Kanata to see my daughter before heading back up to Renfrew and around the top route to Bobcaygeon.

Except for the odd shower, the weekend was a great success. Our small group consisted of Ron and Elaine Thiel (GTV), Don and Barb Reesor (88 Spider), Gerry and Linda Woodhouse (07 Miata), George and Marsha Zimmerman (99 Miata) and of course Sue and I in our 91 Spider.

## ***Toronto Chapter August Cruise Night***

**by George Beston, Cobourg**

Once again, threatening weather left us with a relatively poor turnout at our cruise night. As it turned out, weather didn't pose a problem, and those who did attend enjoyed cool, but dry weather.

## ***Henry Wessells III, 1926-2008***

by Oliver Collins, Toronto

It is with deep sadness that we announce the death of our long time member and friend, Henry W. Wessells III. He passed away on the 12th of August, after a long illness. Henry Wessells was one of the experts on all things Alfa as well as any number of other marques. He was a regular contributor to *Alfista* in our club's early days. His original articles gave our club much of its credibility in the Alfa world at that time. He educated many of us on the attributes of the Alfas of the past. Stories of Henry's motoring exploits are numerous and go back at least to his earliest racing days with the SCCA in 1950 and 1951. They continued well into the 21st century.



Henry owned and drove many fantastic Alfa Romeos. He and his bride Nancy sped away from their wedding in his 6C3000CM Bonnier spider. Later Henry was also to own another rare 6C3000CM, this time a coupe, often known as the Juan Peron Disco Volante. After a serious crash at the Pittsburgh Vintage Grand Prix, he had it re-bodied to its original, pre-Peron style. Through his connections (and respect) at Alfa he was able to buy new one of the six Stradales produced, and drove it regularly on the street.

It all started with a 1900 Berlina that he said was faster than the "awful" Ferrari cars of the day on the narrow roads near his home in Pennsylvania.

We should remember him as the man who brought back what was surely the first Giulietta in the United States – a Sprint, bought in Paris. Henry bought the car in August '55 and raced it at the Glen the next month. Henry also had the third Giulietta Spider, one of the unusual prototypes, as well as an early SS. He told a story about driving fast in Italy in a Berlina, and almost getting sideswiped ... and upon arriving at his destination finding a faint rub in the dust on the door. He still had a 101 spider and a 1900.

Henry was a true *Alfista*. We hope that you can imagine his passion for life and his fondness for our

Alfa Romeos. This gentleman, as much as any, epitomized the spirit of vintage motoring and much that we aspire to. There are very few of his calibre and now there is one fewer.

We extend our sympathy to his wife, Nancy, their children, and to his many loyal and caring friends.

### **Editor's Note:**

At the 2004 AROC convention in Manchester, N.H. Henry was the after-dinner speaker, so we heard his talk about the Alfas he had owned over the years. Apparently his career with a well-known supplier of assembly line equipment brought him in contact with many European automobile companies and probably had something to do with his special customer relationship with Alfa Romeo.

## ***Phil Hill***

by George Beston, Cobourg

There will be a lot written about the life and times of Phil Hill who recently passed away at age 81. Those of us who attended the AROC convention in Baltimore in 1993 had the pleasure of listening to Phil's after-dinner talk about his racing career. At the time, it surprised me that his slides were all pictures that he had taken during his career as he participated in racing all over Europe. He told a large number of anecdotal stories ranging from tragic to hilarious, and captivated the audience like few other speakers I've ever heard.

Phil was apparently very content to have an autograph session after his talk, and chatted with all comers as he patiently signed and gave out autographs. I had him autograph a page within my copy of Simon Moore's book, *The Immostral 2.9*, which had a picture of him and an 8C 2900 he raced in 1950. As my turn for an autograph approached, I tried to think of something to say by the way of small talk. In an inspired moment the best thing I could come up with was that we had something in common, which is that both of our wives are named Alma. Phil was amused by the comment, and went on to say that even though his wife is always called Alma, she adopted this moniker as a contraction of her given Romanian names which are somewhat difficult for us unilingual North Americans to pronounce. I had to admit that we didn't have as much in common as I'd previously thought!

Phil also spent time at some of the events during that convention, and took the time to talk to people informally about Alfas and any other topic of conversation that came up. Throughout it all, Phil revealed himself to be a true gentleman, gracious and kind to everyone. This World Champion will be sorely missed.

## Upcoming ARCC Events

### Alfa Romeo Club of Edmonton

Date	Time	Event
May 30	6 pm	Go Karting
June 7	12 noon	Spring Road Trip
June 13	6 pm	Eurasia Show & Drive
TBD	TBD	Solstice Rally
TBD	TBD	BC Run

### Ottawa Chapter

Date	Time	Event
May 25	10 am	Drive to Oxford Mills
June 8	12 noon	Canadian Grand Prix viewing - Tifosi Lounge
June 18-22		AROC Convention
July 15	TBA	Movie Night
July 19	10:30am	Drive / Cottage BBQ
August 7	7:00 pm	Pub Night
August 24	TBA	Zig-Zag Tour
Sept 24	TBD	Drive to Wakefield
October 25	7:30 pm	Pot Luck Dinner

### Toronto Chapter

Date	Time	Event
April 19	TBD	Tech Session
May 1	7:00 pm	Cruise Night
May 4	TBD	Sunday Drive
May 24	9:30 am	TZ Restoration tour
June 5	7:00 pm	Cruise Night
June 8	TBD	Sunday Drive
June 18-22		AROC Convention
June 22	TBD	Vintage Festival
July 3	7:00 pm	Cruise Night
July 6	TBD	Sunday Drive
July 18-20	TBD	Shell Historic Races, Mont Tremblant
July 19	1:00 pm	BBQ, Ottawa
August 7	7:00 pm	Cruise Night
August 10	TBD	Simcoe Tour
August 17	TBD	Picnic, BBQ
September 4	7:00 pm	Cruise Night
September 7	TBD	Sunday Drive
September 21	TBD	Wine Tour
September 28	TBD	Club Rally
October 2	TBD	Cruise Night
October 5	TBD	Fall Tour
November 6	7:00 pm	Pub Night
December 6	TBD	Holiday Dinner
February 28	10:00 am	Directors' Meeting

Watch for e-mail notices regarding the specifics of each event.



*The only 156 in B.C. – or Canada, maybe even North America? Helmut Straner Photo*

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