



ARCC UPDATE

November 2010

Alfa Dogs #105, the adventure continues...

by Christopher Creighton, Toronto



Photo by Vic Henderson.

When I last reported, we had just wrapped up the 2010 VARAC Vintage Racing Festival at Mosport. We had a very impressive group of Alfa racing cars out and it was, by most indications, a very successful race weekend.

The British Automobile Racing Club (BARC) regional weekend was held on August 7th and 8th. Joe Cannella and I were there to hoist the banner for the Alfa Dogs. The rest of the team was engaged in other summer time activities and Geoff Layne's Alfetta GTV6 was still under the weather. He had it out for the Friday open test day but the transmission/clutch gremlins were back so he didn't get much track time.

Saturday dawned bright and hot. I seem to have a knack for laying down my quickest lap in the Saturday morning practice. Of course it doesn't count for qualifying and maybe that's why it happens, but I drove a 1:50.225. That's better than 2 seconds off of my previous best and very, very close to the 1:50 goal that I had set for myself this year. It may have had something to do with my newly installed Panasport wheels. The old Turbinas

were 5-1/2" wide and the new ones are 7". Add to that the increased track (due to the 17mm offset) and the difference in handling is remarkable. Fil sticks in places where he never would have previously and the grip is surprising. My confidence in his ability to stay on the track and pointed in the right direction is absolute now. The result is that I can drive much more aggressively (and quickly) without fear of an immediate and messy death.

Joe was burning up the track as usual.

Sunday, unfortunately, was wet. As I couldn't think of a good excuse, I didn't take part in the 'Hard Luck' practice and by the time our race began, it was raining and miserable. By the end of the first lap, I couldn't see out of the windshield because it was fogged so badly. Soon after, my wipers stopped working and the lunacy of driving almost blind at Mosport was reinforced when I hit a large pool of standing water by the starter's tower and almost hydroplaned into the outside wall. I crept around to the pit entrance and, tail between my legs, skulked into the paddock. Joe was driving like a man possessed and perhaps most surprisingly, the Volvos of Ian Lock and Peter Lambrinos were setting an absolutely blistering pace. Afterward, we ventured down to 'Little Sweden' to visit the boys and they shared a tip with us. "Use shaving cream to keep your windows from fogging". Who knew?

The afternoon race was damp to start but it dried out steadily as the race progressed. Joe took off as usual. Normally, the last I see of him is when he disappears into turn 1 at the start. I'm quick enough now that he doesn't often lap me during the race but I have no hope of keeping up with him. I had some good dices with the usual cars, finishing a respectable 9th and second on class. Joe was 5th following some very, very fast cars to the line.

Sunday's races were interesting although not terribly exciting and both Joe and I loaded our cars on the trailers Sunday afternoon, unscathed.

The next Regional race weekend for us was the Labour Day Gran Prix. Saturday morning was wet and I didn't qualify particularly well. My tires had

quite a few kilometres on them and they weren't as grippy in the wet as I would have liked. My time was good enough to put me in 8th for the first race while Vytas Svedas qualified 11th. He told me afterward that he didn't have much confidence in the grip as it was also pretty cold. His lack of faith quickly changed as I will explain later.

The afternoon race began wet but steadily dried out (sound familiar?). As the race progressed, I began to pass cars. This is new territory for me... The new wheels and suspension tweaks (and maybe even the new paint job) were really paying off. I had actually worked my way through the pack until I had passed all of the cars in Group C (my group) and I was setting off in pursuit of Gavin Ivory in his Porsche 914/6. I was catching him when on the last lap, I found myself going down the track sideways at the end of the chute between turns 1 and 2. That really caught me off guard as I didn't think that I was pushing past my limit and it wasn't until after the race that I discovered that Mike Deweerd's TR4a had lost an engine just where I spun. While coasting down the inside of turn 2, I was unable to re-start my car and watched all of my work undone by the line of cars passing me. I was scored 9th.

Vytas had obviously found some grip because he laid down a blistering 1:44.972 lap in the race to take the fastest lap honours and finish 3rd behind Jeremy Sale in his lightning quick Lotus Super 7 and Joe Lightfoot in his very nicely prepared MGB.

Sunday morning's race was the highlight for me. I started 9th (my finishing place from the previous race) and I picked off all of the group C cars ahead of me to finish in 3rd place overall and first in Group C. It was one of those rare occasions when everything seemed to work together and I was fortunate enough not to make any mistakes. It was a great feeling passing those cars that I've chased for the last 3 seasons. Vytas finished 1st with Joe Lightfoot second.

Luck doesn't always hold out for long and any dream that I had of finishing first in the Sunday feature race was washed away by the steady drizzle that soaked the track for that run. I managed to take 7th place overall and second in class but Craig DeShane could navigate his very light and nimble Bugeye Sprite where I couldn't go and once he got by me, I couldn't get the position back. Vytas finished 6th and we both agreed that we were lucky to have finished with all body panels- both ours and the car's- intact.

The final races of the 2010 season were held on the October 2nd and 3rd weekend. The Celebration of Mosport is always a popular event and the Vintage / Historic grid consisted of 29 cars! I was the lone

Alfa Dog in attendance as Vytas had pressing work at home and Joe was still working through the trauma of having Carlo (his car) centre punched by some reckless yahoo in a Touring Car at Tremblant the previous weekend. He reported that the damage is considerable and it will take a lot of work to fix it. Get well soon, Carlo!

As it turned out, this was not going to be my weekend. I was down on power with my #4 cylinder running very lean. I could only watch as the guys that I had run away from the previous race weekend were now leaving me in their dust. I had a mighty spin in 5b in the Saturday afternoon race- the result of messing up going into 4 too hot and wide and, in attempt to make up for that mistake, going into 5b way too fast. Ted Humphries (Daimler SP250) later told me that the 'judges' had awarded me a 9.5 for my two wheel entry into the corner.

The track was damp and very cold on both days and grip was in short supply. I flat spotted one or more tires in the spin on Saturday so now I had a high speed vibration. I could feel my teeth chattering and my mirrors were useless by the end of the Andretti Straight.

After a lacklustre performance in the Sunday morning practice and race, I decided not to make the grid in the afternoon. I believe that I made the right decision as I was very concerned about the lean burning cylinder and I really didn't want to go looking for my engine with a pair of tweezers afterward. Also, Fil was not handling at all well- a condition that I chalked up to track temperature and old tires until I discovered it to be a broken sway bar mount when I loaded the car onto the trailer.

This has been my best season yet. I'm finally feeling like a racer as opposed to someone who just drives a race car. I must also say how impressed I am with the Alfa Romeo 2 litre engine. I put what was, essentially, a 35 year old stock engine into Fil and ran it for 3 race seasons with no problems. That the last race of this season marked my first DNS is a remarkable statement. Fil's engine will be retired over the winter to be replaced with... I'll report on that when I file the first Alfa Dogs Dispatch next May.

Thanks for allowing me to report on our racing exploits and please come out to the VARAC Vintage Racing Festival next June. The cars of Italy and Porsche will be the features so I expect that we may have a few more Alfas out to play. On that note, I'll also be reporting on the newest addition to the Alfa Dogs team when we're back in 2011.

Have a great off-season!

2010 Europa Rally

by George Beston, Cobourg

From our gathering point near Weston Road and Hwy. 7 to the finish at the Caledon Golf and Country Club, this Year's Europa Rally took us on a convoluted path through some beautiful countryside to the north and west of the city. As usual, the questions posed along the route guaranteed that we took in a lot of detail as we searched for the answers to questions on the score sheet.

One of the reasons I love to participate in this event is all the opportunities it provides to observe exotic automobiles in action, and this year was no exception. On the Alfa Romeo side of things, Bill Mandel brought out his beautiful 6C 2600 which has been refreshed with a new paint job.



Photo by Adam Beston.

A dealer was there with a new generation spider, which is apparently in the country under the rules that allow cars older than 15 to come in and get registered as long as they have daytime running lights and can pass an emissions test. I shouldn't leave out Anthony Tersigni's very nice Twin Spark 75. Like all Berlinas I wouldn't call it exotic, but it's definitely a rare sight on this side of the ocean.



Photo by Adam Beston.

On the Ferrari side, there was a wide range including a couple of classic 246 Dinos, a current 612 Scaglietti, and a 360 Modena.

One other car of note that was around for the day was an Aston Martin Rapide. The design of this car is so well done, it's hard to spot as a four door sedan at first.



Photo by George Beston.

Participants in the rally had a section of the parking lot to themselves which made for some good photo opportunities. The buffet lunch was excellent and awards were handed out by the organizers.

Amongst the Alfa component of the event third place went to Anthony and Lina Tersigni in the TS 75, second place to Michael DiPanfilo in his GT Jr. with Mark Dimech navigating, and first place was taken by George and Adam Beston in the family's trusty Alfetta Berlina.

Many thanks to Brad Golden for his efforts in organizing this event in cooperation with Bill Coutts of the Ferrari Club.

Alfa Canadese, June 2012

In late breaking news, it has been confirmed that the Toronto Chapter of the Alfa Romeo Club of Canada will play host to the national convention for the Alfa Romeo clubs of Canada and the USA in June of 2012.



Details of preliminary plans can be found at <http://alfacanadese.ca> but there is still much that needs to be done. Volunteers for all aspects of the convention are being sought. Please contact info@alfacanadese.ca.

Upcoming ARCC Events

Toronto Chapter

Date	Time	Event
April 24	10 am	Tech Session Pinarello Motori
May 6	7 pm	Cruise Night La Paloma
May 16	10 am	Canadian Automotive Museum / Sunday drive
June 3	7 pm	Cruise Night La Paloma
June 19-20	TBD	Vintage Festival/Drive
June 23-27		AROC Alfa Century
July 8	7 pm	Cruise Night La Paloma
July 11	TBD	Sunday Drive
July 17-18	TBD	Toronto / Detroit Rendezvous - Camlachie
August 5	7 pm	Cruise Night La Paloma
August 8	TBD	Sunday Drive
August 22	TBD	Wine Tour or BBQ
Sept. 2	7 pm	Cruise Night La Paloma
Sept. 10-12	TBD	Alfas at the Glen
Sept. 26	TBD	Europa Rally
Oct. 3	TBD	Fall Tour
Oct. 7	TBD	Cruise Night La Paloma
Nov. 2	TBD	Director's Meeting & Pub Night - Cam's Place
Nov. 27	TBD	Holiday Dinner That's Italian

N.B. – Unofficial cruise nights happen every Thursday at La Paloma during the season.

Ottawa Chapter

Date	Time	Event
May 8	3:30 pm	Where are all the Italian Cars?
May 30	TBD	Oxford Mills Car Show
June 18	6 pm	Weekend Fest Registration – Frank's
June 19	10 am 1 pm 2 pm 3 pm 6 pm pm	Italian Day parade registration – Frank's Lunch Parade Italian Car Show Banquet

Alfa Romeo Club of Edmonton

Date	Time	Event
May 8	10:30	Tech Session - Lionel's
May	TBD	Spring road trip
June 19	TBD	Rally / Road Trip
July 13	6 pm	Gold Dust Casino
August 3-7	TBD	Rock-N-August
August 29	1 pm	ACE Concours & BBQ
September	TBD	Fall Road Trip
October	TBD	Annual Italian Dinner
December	TBD	Christmas tree hunt

Calgary Alfa Marque Society

Date	Time	Event
May 6	7 pm	Cruise Night
June 3	7 pm	Cruise Night
July 8	7 pm	Cruise Night
July 17	10 am	European Classic Car Show
August 5	7 pm	Cruise Night
September 2	7 pm	Cruise Night
October 7	6 pm	Cruise Night

Events of General Interest

- AROC National Convention. Frederick, Maryland, June 23-27.
- Alfa Romeo Centennario. Milano, June, 26-27
- Ferrari Shell Historic Challenge. Mont Tremblant, July 9-11
- Pittsburgh Vintage GP. July 24-25
- Vintage Grand Prix. Watkins Glen, Sept. 9-11

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ARCC Update

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