



ARCC UPDATE

March 2012

French Onion Soup

by Jyrki Hendrikson, Finland

Editor's note: The following article appeared recently in the January issue of "il Biscione", the newsletter of Club Alfa Romeo Finland. The author describes his visit to Canada in August 2011, and the encounters he and his wife Erja enjoyed with a number of Alfisti which he initiated based on some web searching. It's being re-printed here (with permission) to give us a little perspective on how others view us, and to inspire similar visits when we travel.



Erja & Jyrki in Toronto. Photo by Anthony Tersigni.

Canada is the second largest country in the world according to surface area and has a lot to offer for travellers to see. Even a week-long trip is enough to visit many places if time has been taken to plan ahead for the trip.

Getting Ready

In Spring 2011, when it was time to start planning our next vacation, my wife reminded me of my promise to someday take her to Canada. Her interest in the country began after hearing stories of my travels in the country of the maple leaf together with my brother Markuu. After coming across some cheap flights the decision was easy to make. We booked the flights and accommodations for an eight day trip to Canada at the end of

August. It was obviously clear that once we got to Toronto we would take a road trip to nearby cities such as Montréal, Ottawa and Québec City. I remembered meeting some Canadians in Milan at the 100th anniversary of Alfa Romeo celebrations and after tracking down their contact information I soon had four meetings scheduled in Canada.

Toronto, Ontario

After the flight – which was bumpy and delayed due to Hurricane Irene – we spent our first night in a hotel on Dundas Street in the heart of Toronto. In the morning we first headed to the CN Tower, the landmark of Toronto, which rises up 500 metres. We only got to go to the Sky Pod level, but even at 447 metres the view was magnificent! This is definitely a must-see attraction in Toronto. The city offers countless great places to see and dine, and visiting many of them took the rest of the day. Thanks to the grid-like street plan it's easy for even a first timer to find his way around the city.

Montréal, Quebec

I had already booked a car for us at Alamo car rental and after a ten minute walk from the hotel we had a Kia (Hyundai) Forte – a four door sedan with automatic transmission – at our service.

After an hour of driving we made our first stop in the town of Cobourg where long-time Alfa enthusiast George Beston was waiting for us. In his garage there was a nicely preserved '76 Alfetta and a '69 Spider Jr. Beston has converted the 1750 engine in his Spider Jr. from carburetors to electronic fuel injection. George is the newsletter editor for the Canadian club and has written a more detailed account of this EFI conversion for the newsletter.

We said goodbye to George after a couple of hours and were back on the road making our way towards Montréal. After passing the city of Kingston we stopped for lunch at a Husky gas station. This place also acts as a truck stop and the huge servings of meatloaf normally eaten by truck drivers didn't leave us hungry. Before long we got to the border of the province of Québec. Even though Québec is a

French-speaking province, you can get along just fine with English. In the afternoon we reached Montréal, which is located on an island at the confluence of the Ottawa and St. Lawrence Rivers.

I had set up a meeting in Montréal with Yves Boulanger, who has been into Alfas for over thirty years now. We took the Metro from the island to Longueuil where Yves picked us up from the Sherbrooke station. It isn't hard to guess what we talked about at dinner. At a pizza place called Piazzetta, Boulanger told us about his recently finished project, a '74 GTV Bertone coupe. We also got the answer to the following question – "How many Montréalés are there in Montréal?" The answer is none! (Editor's note: Even though he lives in Brossard, Phil Duffy might tend to disagree!) At the end of the evening, Yves kindly took us back to our hotel where we had a large apartment with a great view from the balcony. The city looked beautiful at night with lights on all the bridges leading away from the island.

Before heading to Québec City the next day, we drove a few laps at the Circuit Gilles Villeneuve. The track is located on Ile Notre Dame and is open for everyone. One side of the track has a speed limit and is meant for cars to use and the other side is reserved for cyclists and roller-blade use. We arrived in Québec City after midday. We stayed at the Hilton Hotel right next to the walls of Vieux Québec. We spent the rest of the day exploring the Old Town and finished our evening by eating the best onion soup we've ever tasted.

Ottawa, Ontario

After a substantial breakfast at the hotel we headed west towards Ottawa, the capital city of Canada. We reached the city at midday and were happy to find the hotel, which I had booked ahead, to be cosy and well located. Our host had been to Finland a few times, so there was plenty to talk about. Jack Livingstone, the former President of the Ottawa club, was to pick us up from the hotel later so we had a few hours to tour around the city.

Livingstone arrived on time with his '77 GTV. There was some trouble getting the car started but we all knew that problems like these are common with Alfas. We laughed when Jack remarked that many passengers would be anxious after hearing news like that. On the way to Ottawa's Little Italy we met Jack's friend Marc Grenier who was driving a gorgeous GTV. The current Ottawa president Dave Semel and fellow Alfa enthusiast Jeff Woods were waiting for us at Pub Italia. After an evening of great food and conversation Dave took us to see his collection of cars including a '68 Dino, a '69 Spider and a Giulia SS. Dave took us back to our

hotel driving near the Ottawa River. The House of Parliament looked beautiful in the evening light.

Toronto, Ontario

The next morning we set course for Toronto. While driving the minor roads, we went shopping for souvenirs. Our luggage didn't fit into the two backpacks that we had brought with us anymore, and we had to get some bigger bags to be able to bring everything back with us. As we got closer to Toronto the traffic leading away from the city got more and more jammed since everyone was heading off to celebrate the Labour Day weekend. We unpacked our things at the same hotel where we had stayed at the beginning of the trip and returned the rented vehicle.

On Saturday we explored Toronto – starting from the St. Lawrence Market, which is the biggest market hall in town and then making our way through the old Distillery District. Finally, we went to Little Italy for lunch. There was a huge end of summer celebration going on called the Tarantella Festival, with music, dancing, carousels and such. At Louie's bar we treated ourselves to some tasty sandwiches. The international air show of Toronto offered us things to see in the sky throughout the whole day. At the end of the day we had walked for over 20 kilometres and seen many things as a result.

I had set up our final meeting of the trip for the last day with Anthony Tersigni. Anthony arrived at the hotel with an amazing 1750 Berlina. The ride was smooth despite the cobblestones and trolley rails of the streets. Anthony's already-retired Italian father had fixed and built Alfas all his life, so no wonder Anthony has also been building them for more than 20 years now. Three hours flew by while Anthony showed us pictures from numerous events and his earlier projects. We got to ride with him to Bloor Street where Anthony thought we would most likely be able to see some nice cars. A blues trio was playing at a park and we had a good time listening to them while watching the luxurious cars drive by us. In the evening it was time to make our way to the airport and fly back to Finland, returning with many new experiences.

P.S. from Erja: Having previously only admired Niagara Falls in Canada, I had expectations for what the country of maple syrup would have to offer this time. Wonderful experiences, gorgeous Alfas and fantastic Alfa enthusiasts! As the only woman I was heartily welcomed and we had lots of conversations that weren't even about Alfas. Maybe someday I will get an Alfa of my own. And that French onion soup was truly memorable.

New Alfa Romeo Concepts

by George Beston, Cobourg

A couple of new (to me, at least) Alfa Romeo concept vehicles have shown up on the internet lately. I'm really fond of the first one, even if it seems to be a proposal from someone other than Alfa.



It's very retro along the lines of the current pony cars and the new Fiat 500, but what's wrong with that? I can't think of a better Alfa to base a new car on. Thanks to Bruce Wilkie for passing this on to me.

The second one is a lot closer to reality, a new take on the legendary Disco Volante that has been on display at the Geneva show.



It's reportedly based on the current 8C's running gear. It's great that you can see at a glance a lot of progress has been made in the aerodynamics since the Disco Volante of the 1950's was built. Touring Superleggera will build you one on request!

Spider Electric Fan Conversion

by George Beston, Cobourg

Cooling fans are obviously necessary for any car being driven in summer traffic. The original fan with its factory shroud is very effective, but I've

decided to change to an electric fan because a fan isn't needed for highway driving, but it's up there making a noise I'd like to eliminate. In addition, I know of a few instances in which a fan blade as detached from the hub and done considerable damage on its way to glory.

My radiator had to come out this winter anyway because my Spider's engine ran hot in the warm weather going to and from the convention in Lexington last year. So, I perused the Usual Sources and finally settled on an 11" rad fan.

Now, where to put it? Strictly speaking a fan that pulls air through the radiator is more effective. This would dictate that it must be located behind the radiator. After looking over the situation, it was abundantly clear that this is not an option. The fan boss on the water pump pulley sits too far forward to allow any electric fan I could get information on to fit there.

Locating the fan in front of the radiator is not without issues. There was some interference between the fan's shroud and the cross member just above and in front of the rad. Fortunately a bit of it could be trimmed away to leave just enough clearance so the fan will fit.

Next, the fan blade is unidirectional given the sweep of its blades between the hub and the rim. This meant the blade had to be turned over for it to run as a "pusher". After scratching my head a bit over this and confirming from the IAP catalogue that the fan was reversible, I removed some metal clips holding the fan blade to the electric motor's hub and found that it does fit perfectly when turned over.



*Electric fan on cleaned and re-painted radiator.
Photo by George Beston.*

I did a bit of a trial run by jumping the fan leads to a 12 V source and found that they have to be reversed in polarity to get the air going in the right

direction. I still haven't gone through all the logic to figure that one out.

I thought about some options, but finally decided to run the fan on a manual switch, through a relay. My onboard Mega Squirt computer can do this job, but not until I pull it out of the car and solder a jumper on the circuit board, so that will have to wait. There's always next year.

Upcoming ARCC Events

Toronto Chapter

Date	Time	Event
March 22	7:00 pm	AGM, Scarlett Road
April 21	10:00 am	1 st Choice Garage Tour
May 3	7:00 pm	Cruise Night
May 6	TBD	Sunday Drive
June 7	7:00 pm	Cruise Night
June 15-17	TBD	Vintage Festival/Drive
July 7	7:00 pm	Cruise Night
June 17-24		Alfa Canadese
July 5	7:00 pm	Cruise Night
July 8	TBD	Sunday Drive
August 2	7:00 pm	Cruise Night
August 4-5		Toronto/Detroit Party
Sept. 6	7:00 pm	Cruise Night
Sept. 9	TBD	Europa Rally
Sept. 15	TBD	Alfas and Sevens
Oct. 4	7:00 pm	Cruise Night
Oct. 14	TBD	Fall Wine Tour
Nov. 7	7:00 pm	Pub Night/Directors' Mtg
Nov. 24	6:00 pm	Holiday Dinner

Other Events of Interest

- Members' **Tech Sessions**, whenever possible
- **Italian Day Parade**, June 16, Ottawa
- **Italian Car Day**, July 21, Boyd Park
- **Concorso Canadese**, August 25, Mississauga
- **Grand Prix of Mosport**, ALMS series, July 19-22
- Non-official **Cruise Nights** happen every Thursday evening May to October at the La Paloma location.



Alfa Canadese

Toronto, June 17-24, 2012

The 2012 National Convention for the Alfa Romeo clubs of Canada and the USA.

Registration now open!

<http://alfacanadese.ca>

Volunteers wanted: info@alfacanadese.ca

Alfa Romeo Club of Canada

National Executive

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ARCC Update

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