



ARCC UPDATE

November 2013

Europa Rally

by George Beston

We had a spectacular day on Sept. 29 for the Europa Rally. The only downside for me was that the start time was early and the location (Cookstown) was geographically challenging because I live so far out of Toronto in the other direction. I had to leave home before 7 a.m. in order to meet up with my “secret weapon” navigator (eldest son Adam) and get to the Cookstown Home Hardware in time. Maybe some year this rally will start in Whitby, not that I’m holding my breath. O.K., that’s all the bad news!



Photo by Adam Beston.

Probably as a result of the fair weather, attendance exceeded any other year I can remember. The Ferrari club always gets great support for this event from its members, and I’d guess that this year, their numbers were as high as they’ve ever been. Our club participated in force, compared to other years. We were also treated to the participation of a number of other exotics with a Maserati and at least two new Lamborghinis participating. Other marques were also involved. I got the impression that Alfa Romeo isn’t the only brand that requires some time off, leaving other family cars to fill the void. That’s not a bad thing, because Ferrari owners seem to have pretty good taste in daily drivers, too.

In due course, a drivers’ meeting was held and we all set off on our route. In general, we went west and north, circled Creemore and ended up at the Shelburne Golf Club for lunch and other proceedings.

For those who haven’t participated in this rally yet, the route has been generally easy to follow and the difficult part has always been coming up with the correct answers to questions which are based on keen observation of signs and other features along the route. This year, following the route was more challenging than usual and we found ourselves spending a little more time than usual doubling back and picking up the route again. Fortunately, it was abundantly obvious that others were having similar difficulties so there were numerous opportunities to observe most of the vehicles involved coming and going. For my money, the best one to listen to was a Maserati Quattroporte that had a wonderfully melodic exhaust sound. We got to hear it frequently!

The day was such that many other enthusiasts were on the road, especially near Creemore. There were two groups of motorcycles generally divided into cruisers and sport bikes, as well as Miatas and MGs galore.

In all, we had a very entertaining three hours and maybe thirty minutes of joy mixed with bouts of frustration as we progressed around the route. All questions were answered to the best of our ability, including a Web search or two from Adam’s cell phone. I have to admit that my enthusiasm was waning due to fatigue near the end of the rally, so we were very grateful to see the “FNA” (Ferrari North America) sign directing us into the golf club’s parking lot. Given the toughness of some of the questions and our off-route excursions, we were not exactly counting on a trophy.

Our prospects started looking better when we realized that other teams also found that things were pretty difficult, and that a few teams had used their panic instructions to find the end of the rally.

Lunch was reasonably good, and we enjoyed sitting and chatting with some Ferrari club members..

The Ferrari club did their prizes first. There was much hilarity about their trophy for last place, which is a 1:8 model of a Holstein cow. Mercifully, it’s not a “keeper” and gets handed out each year.

When it came time to announce the Alfa club prizes, they started with third place. When we heard that the Panfilo team took third, I sank a little bit because they beat us last year and I figured they did again. Second prize went to the Pickerings, who also enlisted the support of one of their offspring, J.T. to be exact. Anyone who has competed against that group knows how hard they work to get ALL the right answers, so I was even more deflated.

Much to my amazement, the Bestons were announced as the winners of first prize! It wasn't without controversy over the marking of the answers, but we did the rally in an Alfa Romeo with only two participants, so I won't lose any sleep about taking home the trophy!

Our member of the organizing team was Brad Golden. He did his usual excellent job of putting some trophy plaques together. This year's first place trophy included a 1:42 model of a Giulietta Spider "Monoposto", which is much appreciated.



Photo by Adam Beston.

I highly recommend this event in the future. It provides a day of great adventure and fine company, and a lot of the work is done by the Ferrari Club. Perfect!

'Raduno' in La Belle Province! submitted by Rob Toller, Chelsea

On Sunday, September 29 the Château Montebello, a majestic log and stone grand hotel built in the 1930's and set in a forested wildlife sanctuary on the banks of the Ottawa River near Montebello, Québec, was the setting for wildlife of a different sort. Panteras, a De Tamaso Mangusta, prancing horses and a variety of Italian spiders converged on the Château for the inaugural "Raduno (Reunion) Montebello."



Photo by Alex Csank.

The event, organized by nine Italian car clubs from Montreal, Ottawa, and Toronto, attracted 158 mostly Italian cars with a smattering of other European marques. The Raduno was framed by the Ottawa River on one side and hardwood trees in all of their fall splendour on the other.



Photo provided by Rob Toller.

For many, this was among the last of many opportunities to exercise their cars before putting them away for the winter months. Organizers originally expected 80 to 100 cars for the event but the beautiful fall day with temperatures in the mid 20s drew many more cars than expected. Notable among the cars in attendance were a Ferrari 275 GTB, a Monteverdi High Speed, a Citroën Traction Avant, an

Alfa Romeo Giulia SS, a Mondial reported to have once been owned by Gilles Villeneuve, and the aforementioned Mangusta.

The event came as a complete surprise to the boaters in the hotel marina who suddenly found a stream of Italian cars on their doorstep. While it broke up the silence of an idyllic Sunday morning, no complaints were registered.

It is quite likely the Raduno Montebello will become an annual event judging by the number of Italian Car aficionados present on that Sunday in September.

C.A.R.M. Fall Tour

by Alex Csank, Ste. Anne-de-Bellevue

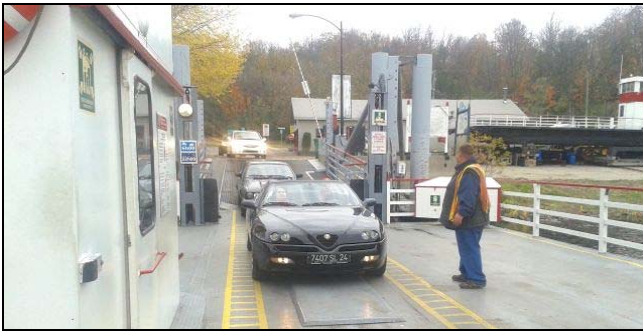


Photo by Alex Csank.

We enjoyed our last driving tour of the season on a cloudy Saturday, the 19th of October. Beginning in St-Eustache, we toured through the old village and on through Oka, St. Placide and westward to the small ferry at Carillon Dam. Then we headed southeast and up over Mont Rigaud, pausing briefly at the Catholic Sanctuary for some photos. We then stopped for a nice lunch of home made ribs at Restaurant Rube on Route 201. After lunch, we drove south through St-Clet, Valleyfield and Beauharnois, before reaching our finish line at a Tim Horton's in Chateauguay. That was a great way to end the driving season!



Photo by Alex Csank.

A Quick DIY Project

by Russ Baer, Monkton MD

The Giulietta has a nice knurled knob on the fuse box cover; cover removal is easy and no tools are required. This is not the case with my '73 Spider. One day I decided that there were other more worthwhile challenges than fooling with the stupid fuse box fastener, so I made a new "knob". I removed the screw and filed the OD of the head a bit to slip into the open end of a large wire nut - 11/16 OD base x 1 in. height (I chose red). I then filled the wire nut with J-B WELD (I probably used J-B KWIK; I'm impatient), shoved the offensive knob head into the wire nut, and wiped off the slop. Voilà, a new knob that I can actually see, and I can now remove the fuse box cover without the use of profanity.



Modified fuse box cover bolt. Photo by Russ Baer.



Now it's easy to see or find without looking. Photo by Russ Baer.

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. 14	9:00 am	Rendezvous with Detroit
Sept. 29	TBD	Europa Rally
October 1	7:00 pm	Cruise Night – La Paloma
Nov. 23	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	Raduno Montebello
Oct. 19	10:00 am	Autumn Leaves Tour
Nov. 30	Noon	Holiday Party

Other Events of Interest

- Members' Tech Sessions
- Sunday Drives
- Exposition de Voitures Anciennes, Laval, May 26
- Italian Car Day Parade, Ottawa, June 15-16
- Italian Car Day, Boyd Park, Woodbridge, July 6
- 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, 2nd Tuesday, May to October, 7:00pm



Here's a beautiful and well prepared Sprint Speciale owned by Conrad Stevenson that completed this year's Carrera Panamericana. It finished first in Historica A Plus and 21st overall. The team name is "El Platillo Volador" which, of course, means Disco Volante in Italian. Photo from blog.hemmings.com.

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ARCC Update

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