



ARCC UPDATE

July 2015

President's Letter

by Alex Csank, Ste. Anne-de-Bellevue

The trials and tribulations of owning a classic, but modified Alfa Romeo GTV6 are catching up with me. My car is lowered. The rear suspension is down about an inch and a half and rides on a nice set of Shankle Super-Sport coils with Koni shocks, while my front end has also been lowered about two inches via the torsion bars. Of course, the rubber is larger than stock as well. The net effect of these modifications is that, while the car handles somewhat better than stock, the ride quality has suffered a bit. The car doesn't do very well on potholes, broken pavement or going over speed bumps ... which have taken their toll on the aftermarket exhaust headers and Euro-downpipes. This has resulted in dents, scrapes and numerous repairs over the years. So, after discovering yet another major crack in the 3-into-1 collector, I decided to bite the bullet and buy some new headers and downpipes. The car now sounds much better, but in attempting to raise the car just slightly, it looks like it sits too high in the front ... Aaaaargh!

On the 24th of June, Alfa Romeo officially announced and unveiled the first of their upcoming series of new cars, to be called the *Giulia*. The high-performance Quadrifoglio Verde version of this car will have more than 500HP and will reach 100kph in less than 4 seconds! Expect it to be competitively priced, and to hit the showrooms by early 2016.

Also on the 24th of June, the Alfa Romeo Owners Club USA Board of Directors held their annual meeting and has decided that the location for the 2017 convention will be Montréal! That means there's a lot of work ahead for all CARM members, as well as some of the ARCC members who will help to make the convention a success. We here in Montreal are hoping that we can call upon those with the relatively recent experience of the very successful *Alfa Canadese* 2012 convention, and will need your help to develop and organize the event. I will be providing regular

updates to all of you as we progress over the coming months.

Planning for our third annual *Raduno Estivo* this August is well underway. I have made 30 room reservations at the Comfort Inn Highway 401 in Kingston, under the code "ARCC". This is the same hotel where many of us stayed last year. The rooms are reserved at a very reasonable price of \$134.99 with breakfast included for the night of 22 August. The room confirmation cut-off date is the 22nd of July, so if you wish to stay at this hotel, please keep that date in mind. The *Raduno* is scheduled for the weekend of the 22nd and 23rd of August, and we are planning a series of Saturday drives ending at a "Meet-n-Greet" supper in Prince Edward County. Afterwards, we'll check in to our hotel or other accommodations for a good night's rest. Then on Sunday morning, we will conduct a Gimmick (Fun) Rally, followed by a "Concours" and end the event with an awards lunch. To help us plan for the numbers of expected attendees, please let me know if you are planning to attend.

As always, please keep sending me your feedback, and also your photos, articles and ideas for the newsletter. George Beston is always looking for your input for upcoming editions.

Rev high!

Alex

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C.A.R.M. News

by Alex Csank, Ste. Anne-de-Bellevue

The recent Fiat Breakout event held here in Montreal on 5 July was a great success. We quickly filled up all the spaces reserved for Alfas and Juan, the Sales Manager of our local Alfa Romeo dealership – Alfa Romeo LaSalle – brought us a red 4C Launch Edition to display with the rest of our cars. Several folks from the Ottawa area, members of both ARCO and ICCO, also attended, adding significantly to our numbers.

Our July activities will be capped off on the 26th, with a Rendezvous in Trois-Rivieres with members of the loosely organized 'Scuderia Alfa Romeo Quebec', who will drive down from Quebec City to meet us for a meal. LaSalle Alfa Romeo will be hosting a BBQ for our group on the 1st of August as well.

If you get a chance, please join us for any of our exciting upcoming events!

A Banner Month for Alfa

by George Beston, Cobourg

Pinch me, I must be dreaming. June was full of news about Alfa Romeo. On the company's 105th anniversary the new Giulia was announced, the revamped Alfa Romeo Museum was opened, and the official logo of the brand was changed for the first time in many years. For me, the icing on the cake is the realization that we now have an official Alfa Romeo website for the Canadian market.

The Giulia is getting a lot of attention for the top of the range 500+ horsepower Quadrifoglio model with 200 mph potential. The brand management folks sure know how to make a splash, but I'm more eager to learn the technical details and get more information about what the less dramatic versions will be like. A few more months should get details like that out there. It seems that there are more reports of the Giulia available on line every day, but there hasn't been much new information since the first week or so.

The new crest is familiar, but loses the partition down the middle, the gold script and borders, and in this version, gains brighter blue and green tones.



As one might expect, the official Canadian website is www.alfaromeo.ca. So far, it's a pretty rudimentary site, but I'm sure we're all glad it

exists, and it does have some worthwhile links to the world of Alfa Romeo.

Alfa Miglia Nordest

by George Beston, Cobourg

Tour of New England

We've been on a few other pre-convention tours before this, and we've always found that the opportunity to exercise our Alfas with a group over a period of three days or so on interesting secondary roads to be exhilarating. In addition, the opportunity to get to know and bond with fellow enthusiasts is a real bonus.

Frank LaSala and Roger Carlson set up this year's tour, and the extent to which they did their homework really paid off. Roger led the tour in his very beautiful and capable 1959 2000 Spider and set a brisk pace. It's always a bit of a chore to keep 30 or so cars together during a tour. We did lose touch with one another occasionally, but we always managed to re-group given the excellent turn-by-turn directions that were also provided.

A broad range of Alfas was in the group, including three 4Cs, a number of GTVs and Spiders, and a few sedans including mine and a really nice Giulia Ti with a strong two litre engine.

I have visited the New England states on numerous occasions, but this is the first time in many years that I felt like I got to know more about the area.

For me, the highlight of the first day was a stop at Mt. Equinox, Vermont.



At the Mt. Equinox toll house. Photo by George Beston.

This is the site of "the longest road sanctioned continuously run event. It began as a sports car event in 1950 and has been a vintage event since 1973". The sign at the bottom says 20 mph maximum and at first everyone was wondering why. Before long, we were in the midst of a large number of uphill hairpin switchback turns and that answered the question! For Toronto area members, it would be akin to climbing the hill at

Rattlesnake Point about 40 times over. Needless to say, we were all running a little warm by the time we got to the parking lot at the top. Unfortunately, the view from the summit was severely limited by cloud cover, so while the Alfas cooled off we all spent some time in an information centre concerning the history of Mt. Equinox and the Carthusian Monks whose charter house is located at the base of the mountain.

The descent was a real test for brakes. Despite holding a lower gear and doing everything I could to let my Alfetta's brakes cool between applications, the brake pedal got pretty soft at the very end of the descent until the system had some time to cool down. There is now a brake fluid change on my work schedule. I noticed that a number of cars are banned from climbing Mt. Equinox. What they have in common is automatic transmissions that can't be held in a lower gear for the descent.

I left with a new measure of respect for anyone who would attempt to make this climb at racing speeds.

After a leisurely lunch in Manchester Centre we re-grouped at the curiously named "Perfect Wife" restaurant (no spousal competition there, it was closed during our visit) and after a brief stop for refreshments at the Long-Tail Brewing Co. made our way to Quechee Gorge where we stayed the night. This is another beautiful spot, perhaps not quite up to its "Grand Canyon of Vermont" billing, but it truly is a very deep gorge about a mile long with rocky walls and a white water river passing through it.

The second day took us to North Conway NH by way of Franconia Notch State Park where we stopped for a box lunch and took in more delightful scenery. After lunch our path took us along the Kancamagus Highway and finally to a stop at Greg Stidson's chalet near North Conway. Here's the view from a lookout on Mt. Kancamagus overlooking the divide between two watersheds.



Photo by George Beston.

The third day was to begin with a drive to the top of Mt. Washington, but weather conditions in the form of wind and driving rain made the prospect less than attractive. We did, however enjoy the museum at the base that displayed vehicles that have been used over the years to climb Mt. Washington, starting with a 1909 Stanley Steamer! The location was well worth a visit and it will definitely be a destination in the future for us. Those few who did make the drive to the top of Mt. Washington felt it was worth doing despite the adverse conditions.

The rest of the day was filled with more scenic driving on secondary roads including a swing through Maine and lunch at the Naples Golf & Country Club, and then onwards to our destination at Loudon, NH near Concord.

The final morning was filled with more pleasant roads and good scenery, passing through Peterborough, NH on our way to lunch at the Old Mill Restaurant in Westminster, MA. This was a particularly beautiful spot. The restaurant is beside a millpond, and the building is rustic in a most agreeable way. Bare wood on the walls and the aroma of a wood fire greet visitors as they enter. The food was pretty good too!

After lunch we visited a Maine State Reservation at Wachusett Mountain. There is an easy road to the top and from the summit we enjoyed a spectacular 360-degree view of the surrounding countryside.

The official route from that point was to Thompson Speedway and then the Crowne Plaza in Warwick. Given my better half's lack of interest in track activities, we skipped that and headed straight for the hotel to check in and rest up for the next few days' worth of convention.

We thoroughly enjoyed driving in the company of the three 4Cs that were with us. When following one of them, the body shape dictated by such a wide track and the relatively narrow cabin gives the feeling of looking over their shoulder to read the road and traffic ahead. Their exhaust sound is louder than most other cars, but it was pleasing to us. I did note that when driven in automatic mode, they're like all other modern cars in that under a light load they will shift into the highest possible gear until the driver demands some acceleration. A partial reward for that was that their owners were reporting mileage well above (U.S.) 30 mpg.

Our companions on the tour were all very keen *Alfisti*. The group from the Buckeye Chapter stood out by being the most prepared, arriving with a van and trailer just in case, and tackling

any and all mechanical issues that arose with alacrity, both on the tour and during the rest of the convention. It was heart warming to hear the story behind one of the 4Cs owned by a physician from Massachusetts. He had an Alfa Spider in the '60s, gave it up for the typical reasons of education, debt, marriage, establishing his business, raising and educating offspring, etc. Finally, these many years later, he had the opportunity to get another Alfa. It didn't sound like he even shopped around!

We truly benefitted from the efforts of the organizers already named and Ruth Hall, who put together a coil-bound book of participant information and maps of the tour's route for each segment.

Federal Hill Gathering

On the Friday of the convention, our hosts organized an evening excursion to the Federal Hill district of Providence, RI. This area has been an ethnic Italian neighbourhood in the past, and apparently was the site of the headquarters of the New England mafia for a time in the 1950s and 1960s. At this time it is more multicultural, but there is still a strong Italian feel and atmosphere in the area. The organizers arranged to have about three blocks of Atwell Avenue closed to through traffic. Alfas were permitted to park on both sides of the street, but otherwise it was being used as a pedestrian mall. Alma and I enjoyed a leisurely sidewalk patio dinner and took in the music and the people walking by; families, young couples and members of our generation too.

On this occasion, category winners of the Rhode Island Miss Italia pageant made an appearance and were available for pictures with one's favourite Alfa. This was a very pleasant change of pace from the busy life at a convention!



Photo by Alma Beston.

Canadians in the Results

We enjoyed the company of many other Canadians at the convention.

We drove down and took the Tour with Gord Zimmerman and Sue Ferguson. I had a friendly bet going with Gord that there would be fewer Alfettas at the convention than 916 Spiders like his. Thanks to a gentleman from Burlington, Vermont who trailered a number of Alfas to the convention on a car carrier, I lost the bet. Our Vermont friend brought a second Alfetta Berlina there as part of his collection, and Gord and Sue's spider was the only 916 series Alfa present.

I watched both the Track day and the Autocross. The only Canadians involved in that were Deni Bellai in his S4 Spider and Adam diCarlo in his 1750 GTV. As I understand it, in their Autocross class, Deni was first and Adam placed second.

I entered our Alfetta Berlina in the Shine'n'Show part of the Concours, and was rewarded with a red ribbon signifying second in class.

The biggest news is that in the Art competition, John Lewington was awarded first overall for his watercolour painting "Barn Find, Targa RL TF" that appeared in the Update earlier this year.

We attempted to get a group photo of the Canadians attending, but we were only partially successful. However, we still had about 20 or so in the group photo. We had attendees from Fredericton, Montreal, Ottawa, and the Toronto area. As usual, it was not possible to spend enough time with everyone I wanted to visit with.

Alfas at the Convention

One of the best parts of any convention is the opportunity to enjoy the range of Alfas that turn out, particularly the rarer models that are hard to get close to anywhere else.



Photo by George Beston.

This 8C 2300 Monza stole the show for me. It's thought to be the winner of the 1933 Monaco

Grand Prix driven by Tazio Nuvolari. Also, it's known to be a high finisher in two other Grand Prix events in that year. It definitely won the inaugural road race at Bridgehampton in 1949. As shown, it carries a nice dose of patina – soot on the tail from the exhaust, road rash on the leading edge of the rear fenders, etc.



The Tipo 33 Stradale is a close second in my favourites for its beauty and rarity. The overall shape is stunning and the Stradale has great presence. Photo by George Beston.



A beautiful pairing of a TZ and 6C2500 Pininfarina Cabriolet. Photos by George Beston.



I really enjoyed Roger Carlson's 2000 Spider for its all round performance in leading our tour and for its use of the Alfa Canadese badge! Photo by George Beston.



This brace of 6C2500 SS Corsa Spiders appeared at the Concours. These are typical of racing cars Alfa campaigned in 1939 and 1940. Photo by Dave Hammond.



This 4C Spider was present and much admired throughout the convention. The targa style soft top is simple and can be stowed in the limited space available. Photo by George Beston.

Upcoming ARCC Events

Regional representatives are requested to send your 2015 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 18		Lunch Meeting
May 9		Springtime Tour
May 23		Laurentians Fun Rallye
June 6		Grand Prix Expo (Club Fiat)
June 7		Grand Prix Expo, Barbeque
June 14		Fathers' Day Veterans Tribute Car Show
June 21		Fathers' Day 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		Super Auto Show, Mirabel
Sept 19-20		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
May 2		Tech session – "up your hoist"
June 14		Reynolds History Road
June 20		Solstice Rally
August		Viva Italia
Sept 12		Concourse

Toronto Chapter

Date	Time	Event
May-October, First Tuesday	7:00 pm	Cruise Night – La Paloma
May 18		Victoria Day Pancake Drive
June 21		VARAC Vintage Festival
June 22-28		AROC USA Convention
June 28		Rattlesnake Point Run
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

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