



ARCC UPDATE

October 2017

President's Letter

by Alex Csank, Vankleek Hill

Greetings!

The days are getting shorter and fall is in the air. As always, October is one of my favourite months, with the spectacle of oranges, reds, yellows and browns on the trees, the bountiful harvest of the late-ripening crops, Thanksgiving, Halloween, and the annual Autumn Leaves driving tours.

With this issue, we have enclosed a windshield cling from ALFA expo17. These are some of our extras which remained after the convention. Luckily, we have enough to include one for each of you. The sticker will go well with the convention articles in this and upcoming issues, many of which were published in the AROC USA *Alfa Owner* magazine. Recognizing that many of you don't subscribe to the magazine, we will publish the majority of the ALFA expo17 feature articles here in the *ARCC Update*.



Spiders at Montebello. Photo by Alex Csank.

On a spectacular Sunday, the 24th of September, several members of the Alfa Romeo Club of Ottawa (ARCO), Club Alfa Romeo de Montreal (CARM), the ARCC Toronto Chapter, the Italian Car Club of Ottawa (ICCO), the Ferrari Club of America (Quebec and Ontario Chapters), the Ontario Fiat Club, Club Fiat Montreal, Fiat-Alfa

Romeo Quebec (FARQ), and others drove their cars to the Chateau Montebello in the beautiful countryside north of the Ottawa River and east of Ottawa for the annual AMICI Italian Car Club Association car show called *Raduno Montebello*. Once again, there were some really terrific, exotic and rare Italian cars, as well as a smattering of vintage British, French, German and Japanese cars ... and even some weird guy with a white beard giving rides on a Russian Ural motorcycle and sidecar! Much fun was had by all.



A sighting of the new Stelvio. Photo by Alex Csank.

On the weekend of October 14th and 15th the Toronto and Montreal area clubs scheduled their annual Autumn Leaves driving tours. On Saturday, November 4th the AMICI Association of Italian car clubs from Montreal, Ottawa and Toronto will be holding its annual meeting in Kingston over lunch to discuss and coordinate club events for the 2018 season. And finally, for most of us, our local clubs will be holding Holiday parties in one manner or another.

So, I guess that means that by the time you read this letter, most of us will be putting away our Italian machines for winter safekeeping. It's always sad to have to 'tuck-in' my GTV6 for another winter's hibernation ... but so be it!

Please keep sending me feedback, and also any photos, articles and ideas for the newsletter. We're always looking for your input.

Rev high!

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ALFA expo17 ~ Time Trials

by J. Michael Hemsley, Chattanooga TN

Two years ago when the organizers of ALFA expo17 proposed that the 2017 convention be held in Montréal to celebrate the 50th anniversary of the Alfa Montreal, no time trial was proposed. But they worked hard to find a location that was close enough and not too costly and a time trial and autocross were added to convention activities.

The location was Sanair Speedway, an aging 1/3rd mile tri-oval about an hour's drive from the convention hotel.

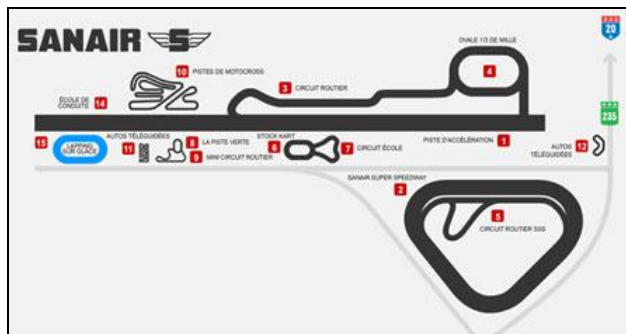


Image from Sanair.ca

The speedway is banked and wide, which offered advantages and disadvantages. The disadvantages were the potential for high speeds and the lack of experience of most Alfa drivers on a banked oval. The advantage was that there was plenty room to create a course that would limit the speeds while still allowing competitors to drive on an oval.

The event was overseen by Alain Raymond, who, with the help of his crew of volunteers and the timing organization, put on an excellent event that allowed every competitor a number of runs on the challenging course that included fast and slow chicanes. As an extra benefit, the course was used for the parade laps, allowing non-competitors to experience the course, albeit at more controlled speeds.

The day of the event began cloudy and sprinkling with rain, which may have concerned some of the competitors for only ten – nine from the U.S. and one from Canada – actually ran for times. While the morning was wet, the track quickly dried as the clouds broke and the sun peeked through. By the time the parade laps were completed, the track was fully race ready.

A wet track in the morning meant that everyone was cautious in their runs – finding where there was grip and where it was slippery. With a dry track, it was all-out for everyone. A few competitors are regulars at AROC time trials, like

Jay Maveety (Fastest Time of the Day in his 4C), John Hoard (GTA Jr.), George Schweikle (Spider), and John Justus (4C), but others were new to time trials or came with new cars. Two were there with Giulia Tis – Rumi Faizer and John Justus, who finished fourth and sixth fastest, respectively. One new guy, Philip Kotsios (4C), was very cautious at first, but by the end of the day had been identified as the Most Improved Driver.

The day was nearly without incident until Schweikle, doing what race drivers do, was trying a faster line. He sped through a right-hander that led toward the oval, when he slid a bit wide on the exit. His left side tires went onto the grass, and he became a passenger as his car slid fully on the wet grass and into a drainage ditch. The car actually spanned the ditch, causing quite a delay in the running while a tilt&load tow truck was called, and the Spider was extracted. That ended Schweikle's day, but his earlier runs were still fast enough for second overall.



George and ditch. Photo by J. Michael Hemsley.

When the day was done, the times showed that Maveety was fastest, Schweikle second, and Hoard third overall.

Class Winners

Class B and FTD – Jay Maveety, 4C

Class D – John Hoard, GTA Jr

Class E – Sam Lucas, GTV6

Class G – Adam DiCarlo, 1750 GTV



Adam DiCarlo and GTV. Photo by J. Michael Hemsley.

ALFA expo17 ~ City Bus Tour

by David Hammond, Bloomfield Hills MI



A party atmosphere on the coach! Photo by David Hammond.

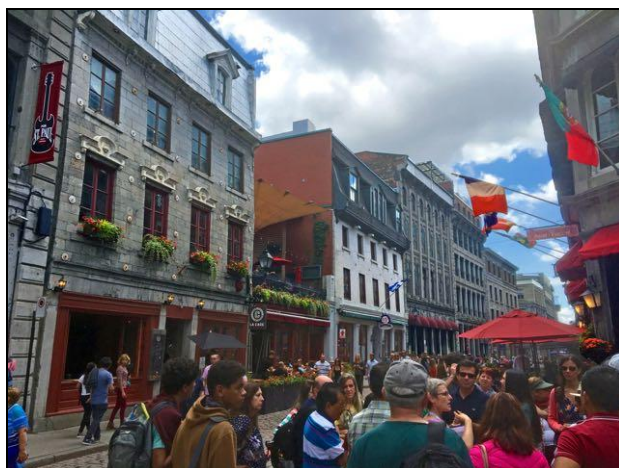
One of my favorite parts of each convention is absorbing regional culture and flavors in major tourist playpens and secret local dens. A previous visit to Montréal included a blues bar. I can still hear covers of Stevie Ray Vaughn and Muddy Waters being wailed *en français*. This time, bilingual descriptions by the bus driver meant half the time I could concentrate on frames of street life flashing by and details in small corners. Oh, we rode the obligatory street of Little Italy and under the red gate of a Chinatown, but I was clicking away at the design of three storey apartments, each with separate, charming stairways to flowered balconies – perhaps a Québécois answer to fire escapes without the industrial look. On another street was an elderly woman dressed in drab, heavy clothes and a scarf draped around her head in July heat, pausing on her cane and staring intently into a colorful young women’s fashion boutique. Even street art and graffiti had strong local influences. Bus tours can be views of tall buildings and park names or a glimpse at thousands of personal stories going past.



Buckeye Chapter members raising the flag. Photo by David Hammond.

The bus driver asked if our group wanted to be taken to a lunch place or find our own. The replies sounded unanimous in favour of finding our own way, perhaps half wanting to sample local menus and others in search of the familiar foods of back home. We pulled up outside the former City Hall of Vieux Montréal, where the same stone buildings and brick streets might look as they did 300 years ago. A few are sanitized for your protection; others proudly wear traces of scars, work, celebrations and daily life from times past.

As we shuffled off the bus, many passengers scanned around to choose a direction. Andrea and I recognized the Cartier statue, the dome of Chapelle Notre Dame de Bonsecours (a mariner church with ships hanging from the ceiling and not to be confused with the grand Basilique de Notre Dame a bit to the south), plus other buildings, and realized where we were. We gathered a small group and clambered over cobblestones into the north end of Old Montreal, looking for that first lunch spot “with the right feel.” A gated street side table for eight under bistro umbrellas, with local brews, a chalk menu in French that I could mostly read (paper menus were in French with smaller English text below), and a street violinist.



Vieux Montréal. Photo by David Hammond.

Yes, this is it, the exact place on the planet we were intended to be. The plates of food were tightly composed works of graphic design and expertly prepared. Or you could just order a club sandwich, which looked to be the same thing in either language. The crisp crust of French baguettes was so ... French.

There was just enough time for a round of clinking glasses to “great drink, food and friends” followed by a quick mouthful of ice cream from a corner shop as we turned and hurried toward the bus. I achieved the sacred mandate of tourists to gain four pounds while on vacation.

ALFA expo17 ~ Gimmick Rally

by Cindy Banzer, Portland OR

Gimmick rallies intrigue me. Embarking on the route, everyone is full of hope. "This is easy," we think. "Just follow the directions, be aware of our surroundings and we'll ace it." Not quite that simple as AROC Director Mike Bange, AROC Legal Counsel George Pezold and I discovered upon leaving the Gibeau Orange Julep drive-in, the lunch and launch spot for the Montréal ALFA expo17 Gimmick Rally.



Alex and Diane handing out instructions. Photo by Daniel Choiniere.

About to jump right into following the directions, it occurred to us that we had best read the instruction overview. "There is no time limit, no reason to speed. Drive carefully, safely and considerately. Take your time, stop whenever necessary to answer questions, look for clues and check route instructions." Got it.

As the answers to the first questions were scribbled on the rally sheets, the main challenge was to stay on course, stay alert, as there was no predictable pattern for spacing of probable answers. Then it got tricky. "Exit left off Chemin de la Cote-des-Neiges onto Chemin Remembrance and follow the road up the mountain toward the top." Question, "How many antenna towers do you see?" Our answer kept changing, as we asked ourselves, "Do we count the antennas in front of us, behind us or what we can see from the viewpoint?"

"How many flag poles are there on top of the Art Deco building straight ahead?" "Three, four, no, wait, those are not all flag poles!" Driver Bange says, "We are at a T. Which way do I turn?"

Yikes, we've been so focused on looking for answers, we neglected to monitor the street names, which can change from block to block. To put this in perspective, we are in downtown Montréal, bustling with tourists. And it's raining.

We see the self-powered transportation options (bicycles) along with the popular horse-drawn carriages (caleches). We pull over, hop out of the car to track down the precise name of our pending answer (ice cream) so the judges have no reason not to give us full credit for our clever responses. After touring the grounds of Expo '67 in the Parc Jean Drapeau, we are treated to a circuit of the famous Circuit Gilles Villeneuve, except that the closely monitored speed limit is 30kph (about 18mph) which hampers Mike's '91 164S from seeing what it can do at full throttle on a renowned race course.

We navigate through heavy traffic onto more rural roads, passing through quaint villages. As we flew by an intersection, out of the corner of our eye we noticed a small sign that seemed to point in the direction of our next instruction. Quickly correcting course, we were back in the game. At this point, we were confident of victory. At the historic town of Beauharnois, we stopped at a waterfront park, dividing up the task of answering the seven questions posed.

Scooting down the road, we had to identify a river at a precise mileage. Our three-way discussion was, "Is this a river, a creek, a slough or a stream?" Finally, two of the three of us agreed that it was, in fact, the river that was the needed answer. As I was trying to correctly write the spelling of the river, it finally crossed my mind to go back and re-read the second page of the rally instructions concerning points. "Points will be awarded for accuracy, including correct spelling (accents, hyphens, capitalization, etc.) Yikes, that means we need to include the proper and appropriate accents (aigu, grave, circonflexe, cedilla trema) on the French spelling of the answers. Game changer! Our self-confidence was shaken, so much so that while looking for a specific park, we flashed by a gravel driveway posted with a tiny sign that said Parc; we kept on going, looking for a big park, like the waterfront park that we had just come from. After serious discussion, we turned around, went back and retrieved the name of the Parc Archeologique de la Pointe-du-Buisson. Other rally instructions included finding a maple leaf, a Tim Horton's coffee cup, empty we assumed, plus a Canadian Tire Store weekly flyer, from which we were to "rip off the Canadian Tire Logo" to include in our packet. We didn't know that a Canadian Tire Store was like a Home Depot, so we were looking for regular 'ole tire stores. Towards the end of the trip, we saw one and practically forced Driver Bange to make a left turn over a road divider so we could get to the store before it closed.

We had a delightful chat with the store manager who was intrigued with our Alfas, telling us about his friend who owns an Alfa. Dutifully, we gave the manager our business cards. Despite the weather and the urban congestion, we had a delightful time. We got to see downtown Montreal, historical highlights of the metro area and gorgeous scenic roads and towns. After the points were tallied, we were grinning to see that with 86 points, we placed 8th in a four way tie.

Taking home the trophies were Fabio and Susan Venier, driving a '73 Giulia Super, who had 95 points, putting them in first place. In a close second, with 94 points, were Deni and Eileen Bellai, in a '91 Spider. Third place was secured by Frank La Sala and Mary Demers, with 93 points, driving a '94 164 LS; this event was Mary's first gimmick rally. Thanks to Rally Masters Alex Sandor Csank and Diane Taylor for presenting us with a gimmick rally that was well written, easy to follow, diverse in its destinations and a lot of fun to navigate. *Eccezionalmente ben fatto!*

ALFA expo17 ~ Autocross by J. Michael Hemsley, Chattanooga TN

Two days after the time trials, the weather hadn't improved, but the number of competitors had. Again, Alain Raymond and his team had created a challenging course, and 37 Alfisti were entered, although three did not run.

Just as it had been at Thursday's time trial, the weather was threatening in the morning but, again, it cleared out for runs after lunch. A dry track made all the difference for the times people were able to run. Parts of the Sanair Speedway tri-oval were heavily modified with orange cones to make the autocross course safe on a track where speeds could have been pretty extreme.



155 DTM tribute. Photo by J. Michael Hemsley.

For spectators, especially those from the States, one of the best parts of the event was the variety of cars entered. There were plenty Spiders of various vintages, including a '97 916 Twin Spark Spider never sold in the U.S. GTs covered the spectrum, from a GTA Jr. to 1750 and 2000 GTVs,

a '96 Twin Spark, and both a standard GTV6 and a Callaway. Of course, there were 4Cs entered – a total of six. As for sedans, they included Giulias old and new, Milanos, a 164, and a 155 DTM tribute car.

Variety was a high point, but so was watching the better drivers handle the slaloms, chicanes, and turns of the course. George Schweikle is a Solo 1 National Champion in the U.S., and seeing him in his prepared '76 Spider carve up the course was pure joy. His fastest time, at 63.358 seconds, was nearly two seconds quicker than the second fastest time set by Rostislav Pogrebinsky in his 4C, both in Class B. Another second back was an amazing time set by Thomas Cappo in his Class F '82 Spider. His time was just over one second slower than the 4C, an amazing performance for a car theoretically much slower than the two ahead of him on the charts. In an autocross, smooth can make up for a lack of power, and Cappo was SMOOTH!

Two of the most unusual cars in attendance were a very interesting Alfa-powered home built called a Nuvolari Special and a Chevy Volt. The Volt was entered and driven by Bernie Bennett, a long time Alfista who has attended nearly 40 conventions. Needless to say, it wasn't among the fastest of the competitors. The *Nuvolari Special* was the brainchild of Percy Adler. It has a mid-mounted 2000cc Alfa engine mated to a VW transaxle. Adler conceived the car as a two-seater and built the chassis and body from scratch. It is an open-wheel car with beautiful, tall wire wheels. It has unpainted aluminum bodywork that glistened in the sun. It wasn't the fastest on track, but it did post the 10th quickest time.



Nuvolari Special. Photo by J. Michael Hemsley.

Class Winners

Class B and FTD – George Schweikle, Spider
Class D – Daniel Roth, Milano
Class E – David Small, Spider
Class F – Thomas Cappo, Spider
Class G – Adam DiCarlo, GTV
Class H – David Munro, Spider
Class N – Howard Prigosin, Milano
Class SS – Caterina Bonino, 916 GTV

Upcoming ARCC Events

Regional representatives are requested to send your 2017 events calendars to the secretary or the editor for inclusion in the next issue.

Club Alfa Romeo de Montréal

| Date | Time | Event |
|--------------------------|---------|---|
| 1 st Saturday | Monthly | Alfas & Espresso, LaSalle Alfa |
| April 23 | 10:00am | Springtime First Drive |
| May 7 | 9:00am | Montréal City Gimmick Rally |
| May 21 | 10:00am | Gatineau Hills Road Adventure with ARCO |
| June 10 | 1:00pm | Grand Prix BBQ |
| June 11 | 12:00pm | Veteran's Hospital Tribute |
| June 17 | | Italian Car Parade in Ottawa |
| July 13-16 | | ALFA expo17 Convention |
| July 16 | 9:00am | Fiat Breakout |
| August 13 | 9:00am | Drive with Scuderia Alfa Romeo |
| September 9-10 | | Overnight Road Trip |
| September 24 | 10:00am | Radunno Montebello |
| October 14 | 9:00am | Autumn Leaves Tour |
| November 25 | 2:00pm | Holiday Party |

Alfa Romeo Club - Ottawa

| Date | Time | Event |
|--------------|---------|---|
| May 21 | 10:00am | Gatineau Hills Road Adventure with CARM |
| June 17 | | Italian Car Parade in Ottawa |
| July 13-16 | | ALFA expo17 Convention |
| September 24 | | Radunno Montebello |

Alfa Romeo Club of Canada

National Executive

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Alfa Romeo Club of Edmonton

| Date | Time | Event |
|------------|------|-------------------------------|
| July 13-16 | | ALFA expo17 Convention |

Calgary Alfa Marque Society

| Date | Time | Event |
|------------|------|-------------------------------|
| July 13-16 | | ALFA expo17 Convention |

Toronto Chapter

| Date | Time | Event |
|-------------------------|---------|--|
| 1 st Tuesday | Monthly | Cruise Night, La Paloma |
| April 5 | 7:00pm | AGM |
| April 22 | 10:00am | Auto Detailing Seminar |
| May 7 | 9:00am | Go-kart event, Downsview |
| May 22 | 9:00am | Victoria Day Pancake Drive |
| June 4 | TBD | Member Appreciation BBQ |
| June 16-18 | TBD | Vintage Festival, Mosport |
| June 25 | 10:00am | Rattlesnake Run |
| July 9 | 10:00am | Sun Collision Event |
| July 13-16 | | ALFA expo17 Convention |
| August 13 | 9:00am | Italian Car Day, Woodbridge |
| August 27 | 10:00am | Italian Gathering, Forks of the Credit |
| September 17 | 10:00am | Drive & Wine Tour, Niagara |
| September 24 | | Radunno Montebello |
| October 15 | 9:00am | Fall Colours Drive |
| November 25 | 6:00pm | Holiday Dinner Party |

Club mail

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