



ARCC UPDATE

December 2017

President's Letter

by Alex Csank, Vankleek Hill

Alfisti,

Judging by the accumulation of white stuff on our front lawn, the really short periods between complete darkness, and all the colourful lights, seasonal decorations, music and advertising, I have figured out that winter is just about here! Monty, my GTV6, is safely tucked into hibernation in our garage, with just scant millimetres separating delicate bodywork from other various garage-stored items. The fuel tank is full of high octane gasoline, the trickle charger is plugged in and all fluids have been topped up. I emptied the trunk and interior of unnecessary items and removed my fuzzy dice and bongos. I also scattered nice smelling dryer sheets and mothball packets throughout the interior and trunk – in an effort to keep the mice out – and the tires are just a bit overinflated to 40 psi to keep them from developing flat spots. I also keep the windows just slightly open, with a gap of about 1/4 inch or so to permit some ventilation and to reduce the humidity inside the car. This is my usual winter ritual preparation and it seems to work reasonably well. I'm pretty sure that most of you store your Alfas with care, and have your own preferences for how to handle your winter storage. Any way you do it, I wish your cars and other fair weather toys a safe and undisturbed sleep until springtime!

On the 4th of November, George Beston, Frank Scalesi and Maurizio Tacchi (ARCC Toronto), Marc Faubert (ARCO), Jean-Michel Reysset (CARM) and I met up for our 3rd annual AMICI association meeting in Kingston to discuss and coordinate next year's plans with the leadership teams from most of the other Italian car clubs from Montreal, Ottawa and the GTA. Our association's objectives are to make sure that our clubs share information about club events, and to better coordinate and support our various regional activities. Here's a list of the major events for our region, along with some of the

major Italian car events in the USA, which are being planned for the 2018 season. Please make room in your calendars to attend as many of these fun events as you can:

June

15-17 (Friday – Sunday): Ottawa Italian Festival and Ferrari Festival, Little Italy, Preston Street

16 (Saturday): Ottawa Italian Car Display and Parade, Little Italy, Preston Street

July

8 (Sunday): Montreal FIAT Breakout Car Show, Little Italy (Rain date is 15 July)

20-22 (Friday – Sunday): Raduno Estivo 2018 (AMICI & ARCC), Regional Convention, Kingston

August

8-12 (Wednesday – Sunday): Sempreverde 2018, AROC USA National Convention, Olympia WA

12 (Sunday): Italian Car Day, Woodbridge ON

15-19 (Wednesday – Sunday): Fiat Freakout Convention, Orlando FL

September

30 (Sunday): Raduno Montebello Car Show, Montebello QC

Throughout late November and all of December, most of us will be gathering with our friends and families for meals, social gatherings and celebrations. Diane and I will be busy with parties, dinners and other events every week between now and the arrival of next year. Although this season can be filled with fun, it can also be a difficult time of year for many. We wish you and yours all our best for a healthy, happy and hopeful Holiday Season and a wonderful new year!

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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2017 - A Halcyon Year!

by George Beston, Cobourg

As a long-time *Afista*, it's apparent to me that this year has been the most amazing one for Alfa Romeo in a very long time. For years most *Alfisti* in our country have longed for new Alfa Romeos with ample corporate support that also resonate with the car buying public. Along the way, we've had our hopes raised by numerous announcements of nebulous plans for a relaunch, always just beyond the realistic planning horizon of three years or so. These hopes have been repeatedly dashed by sliding timelines and changes in corporate direction. We were also teased with the tepid introduction of the 8C Competizione model. This is arguably a fine automobile, but was priced with the exotics and not many were made and sold. Another tease was the TZ3 – were three made? – but it was a case of the Visconti serpent being overcome by a Viper!



4C. Image from alfaromeo.ca.

The first real breath of new life was the 4C whose development we all followed with great anticipation. It turned out to be a very good lead entry because it is exotic enough in appearance and construction to get a lot of press and public attention. It seems that the 4C was never intended to sell in high volumes, and it is up against some stiff competition at its price point. It remains a unique offering as an attainable exotic and uncompromising sports car. This makes it a most desirable car to the faithful, and a standard bearer for the brand.

The corner was turned with the introduction of the Giulia sedans. They are priced competitively in their segments and apparently offer a rewarding driving experience. Importantly, the FCA organization has decided to get behind it with sustained support in print, outdoor, and most noticeably television advertising that

started at Super Bowl time and has continued through the entire year.



This full page ad appeared in the Wheels section of the Toronto Star on Saturday, December 2.

An example of FCA's serious promotion of the new Giulia.

The Giulia Quadrifoglio got all the press at first with its aggressive attitude backed up by a 500 plus hp engine with brakes and handling to suit. Thankfully the more realistically equipped 280 hp four cylinder versions live up to their promise at the price point and are very competitive in their market segment.



Giulia. Image from alfaromeo.ca.

The Giulia has been named "Motor Trend's 2018 Car of the Year"! Here's an excerpt from the FCA Canada press release on the subject:

"The Motor Trend Car of the Year award acknowledges all of the hard work, dedication and passion that went into developing the entire Giulia lineup – including our record-breaking Giulia Quadrifoglio – which revolutionizes the segment and pays tribute to our storied heritage and racing pedigree" said Reid Bigland, Head of Alfa Romeo. "We are honoured to be the first Italian brand to ever receive this prestigious award and we're excited for the future of Alfa Romeo here in North America and abroad." "Motor Trend's judges agreed that the Alfa Romeo Giulia is the new ultimate driving machine," said Ed Loh, Motor Trend Editor-in-Chief. "Alfa Romeo

developed a car that is perhaps the finest handling sedan on the market.”

The Stelvio, Alfa's entry into the now mandatory Compact Utility Vehicle segment also seems to be getting a warm reception, and the Quadrifoglio version has done a lot to garner press attention. As in the case of the Giulia, the television advertising is compelling.

The Stelvio is one of three nominees in the running for the North American Utility Vehicle of the Year award.

Naturally, it hasn't been a perfect year. Many reviewers encountered glitches with Giulias on test, and Consumer Reports gave the Giulia a pretty tepid review, declaring it thirteenth out of thirteen vehicles in its category. Also, some potential customers are put off by the absence of manual transmissions on any Giulias shipped to Canada or the U.S., even though that option is reportedly available in European markets.



Stelvio. Image from alfaromeo.ca.

From what we saw at the Alfa expo 17 convention, Alfisti who have made the leap to new Alfas are very pleased with both the Giulia and the 4C, and I choose to believe the people who own and drive them.

The review of the Giulia given by Jim Kenzie writing in the Toronto Star a few weeks ago was surprising because Jim seemed genuinely smitten by the Giulia he tested. Jim is no pushover when it comes to reviewing automobiles, but it seems that the driving dynamics won him over, to the point that he answered the standard "What's Interesting" question by declaring that "everything about the Giulia is interesting!"

Finally, FCA is heavily committed to going racing with Alfas. Apparently Giuliettas will be racing in the 2018 BTCC series, and it has just been confirmed that Alfa Romeo will enter Formula 1 with the formation of the Alfa Romeo Sauber F1 team. Alfa Romeo is the corporate sponsor, the

Swiss Sauber team will build the cars and Ferrari engines will be used. This has been announced as a multi-year partnership agreement covering strategic, commercial and technological cooperation.



Images from gpupdate.net.

The above are the first images I've seen of the 2018 Sauber F1 prototype with its Alfa Romeo sponsorship livery.

FCA's total financial commitment to the overhaul of Alfa Romeo has been estimated at five billion euros. As far as I'm concerned, this is a very gratifying reward to *Alfisti* for carrying the flame of enthusiasm for the brand all these years.

6C 2500 at Cobble Beach

**by Scott Dunn, Sun Times, Owen Sound
September 25, 2017**

An elegant Alfa wows Concours

COBBLE BEACH – An elegant convertible 1946 Alfa Romeo which television celebrity car guy David Grainger restored won three awards at this year's Cobble Beach Concours d'Elegance: Best of Show, People's Choice and Best of Class.

Grainger has filmed six seasons of Restoration Garage, which in Canada alone is called The Guild Garage, named after his Bradford, Ontario restoration company, The Guild of Automotive Restorers. He admitted to being "flummoxed" by the triple win.

"I found it literally as a pile of aluminum scrap in a collection in Japan. We were talked into acquiring it and I only bought it because there was another very important Alfa that came with it," he said of the winning car.

That Alfa turned out to be one of two cars coach builder Battista “Pinin” Farina and his son brought to the Paris Show in 1946. It was the darling of the show but was never entered because, Grainger said in an interview, the war just ended and he was Italian.

“The first morning, he and (son) Sergio drove the two cars and parked them at the bottom of the staircase to the Grand Palais exhibition complex. That day and every day for the next 10 days everyone had to walk past it and it was the hit of the show, the most dramatic car of the show.”

Grainger said the press called it “Le Petit Salon” and the car show organizers called it “That devil Battista’s salon”. The next year the Paris show invited him and gave him centre court because of that car and the company went on to become one of the greatest coach builders of the post-war period.

“I go to lots of concours events but I’ve never taken a trifecta like that,” he said of the triple win. He said when you build cars like this for customers who pay lots of money, there’s an expectation that they will win something at these events. “Sometimes I just disappear when the judges arrive. This was a very, very pleasant surprise, that’s for sure. It’s not my accomplishment. It’s absolutely a team effort.”

It took about four and a half years to restore it to the elegant and sporting car that it had been when it was built on the shop floor in Milan.

Editor’s note: Thanks to Elio Comello for pointing out this article.

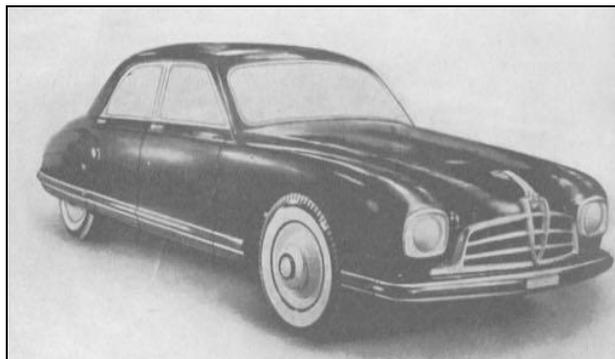
6C 2500 Photo Essay

text by George Beston, photos by Glyn Veale

Long-time member Bill Moffet is acquainted with Glyn Veale who took some time during the Cobble Beach concours to study the 6C 2500 entered by Dave Grainger.



This front quarter view displays a very smooth profile compared to other cars of the late 1940s.



Presumably, this design had a substantial influence on the styling of this 6C 3000 prototype with a heart shape superimposed in the middle of the grille. The horizontal grille bars reappeared on the Freccia d’oro, albeit with the heart shaped grille in the middle. Image from Fusi, Tutte le Vetture Dal 1910.



The scoop on the hood appears to be functional, and the Alfa Romeo badge in pressed metal was a feature of post-war Alfas.



The interior is richly appointed in leather and deep carpeting. The dash layout is comprehensive.



Clear plastic knobs and switches abound, and there's a multi-band radio. I wonder if it has a heater?



Is it just me, or is the shape of the rear bodywork a bit like a round tail spider? The vent ports in the front fenders seem a little much, but I'd like to believe they are functional and let hot air escape the engine compartment. The subtle fender flares over the rear wheel arches somehow balance the ports on the front fenders, but they seem odd in combination with the fender skirts.

Passing the Torch in Toronto by Anthony Tersigni, Richmond Hill

After many years of being a member of the ARCC, Toronto Chapter, I felt the need to contribute more to the club and became first involved as a Director, then onto the role as ARCC Update Editor. With further desire and an outright passion for the brand, I went on to serve as the President of the Toronto Chapter. As they say, time goes by way too fast when you're having fun, ten years to be exact! It has been a rewarding position, mostly for the friendships I have gained through the years, dating back to 1991, when I first became a member at only 16 years old! Looking back since then, so much fun was had attending various events such as cruise nights, winery tours, BBQs, fall drives and conventions.

As many of you can relate, a lot happens in ten years. Life changes, marriage, children, family

commitments and career development. All these life challenges have made it a little more difficult, year after year, for me to devote the time I would like to ensure the club keeps rolling and growing.

However, this club is made up of great people and I consider all of them friends – friends who are able to step in as I pass on the torch. With that, I will be passing on the Toronto Chapter President's role to Frank Scalisi, who has served as our VP ever since I became President a decade ago. Frank, and Maurizio Tacchi, promoted to VP now, will be our front men. I will now take on the role as Past President.

It has been a pleasure for me to serve as your President for all these years and I would like to thank our entire executive for all the dedication and commitment they provided in keeping the Toronto Chapter strong and active. I would also like to thank our membership, for the enthusiasm and passion they bring to each event and for every time they get behind the wheel of an Alfa Romeo!

This is the December issue, so I would also like to wish you and your families a very happy holiday and a prosperous New Year! I'll see you in 2018!



Toronto Holiday Dinner by George Beston, Cobourg

Our annual holiday dinner took place on November 25th at Spinello Trattoria in Woodbridge. Maurizio Tacchi arranged for a first class Italian meal including the traditional four courses followed by espresso and dessert.

It was a good occasion to reflect on the past year, and Nancy Stenhouse (Maurizio's partner) gave us an impromptu speech reminding us of all we have enjoyed this year and in particular how much effort was applied to the convention by John and Christine Pickering. After her reprise of the results obtained by Toronto Chapter members, it was clear that we made our presence felt as a Club, and that all those who volunteered to work on the convention were well rewarded by the level of participation in Alfa expo17.

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

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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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