



# ARCC UPDATE

February 2018

## *President's Letter*

by Alex Csank, Vankleek Hill

Alfisti,

I don't know about you folks, but February is always a tough month for me, as I begin to yearn for the coming springtime, the lack of salt, ice, snow and slush on the roads and the warmer temperatures that will someday once again arrive. I just know it will happen! It has never NOT happened in my lifetime, and that has been longer than a 'dog watch' (a naval term for a short shift on a ship). Every time I go into the garage to fire up the snow blower, I gaze longingly upon the sleeping GTV6 and the Abarth, while remembering that my old Goldwing and the wonderful Ural motorcycles my friend lets me ride are both stored and safe and will be ready when the roads and temperature permit. Still, my trusty Volvo XC70 wagon is a great machine in the winter and has enough performance, comfort and luxury (heated seats, mirrors, etc.) to satisfy the senses ... for now. Not being able to sit quietly for very long, both Diane and I have been busy working on a number of winter projects. Diane has been painting and upholstering and building and sewing and drawing, while I have been focusing on putting together plans for the upcoming driving season, teaching new Coast Guard Auxiliary recruits, and getting requalified by the Red Cross in Marine First Aid to keep current while out on the water helping boaters.

One of the plans for 2018 is our new, expanded version of the annual *Raduno Estivo* regional convention. The ARCC is a member of AMICI Canada, which is an association of Italian Car clubs. This is the association that helps to connect, support and de-conflict our major summer Italian Car activities, which traditionally include the Ottawa Italian Car Festival in June, the Montreal Fiat Breakout in July, the Woodbridge Italian Car Day in August and the *Raduno Montebello* Car Show (held at Chateau Montebello on the Ottawa River) at the end of September.

At our association's annual meeting last year (in November 2017), the group decided that we would add another event which would be a gathering of members from each of our clubs, to be held somewhere near the Kingston area, on the weekend of 20-22 July. Although we're still in the middle of planning the event, I wanted to share the plans (as of 1 February) with you here because space is limited to a total of 80 people. We're not quite ready for registration yet, but the schedule as it exists so far is printed in this issue. The earlier you register, the better your chances of being able to attend.

And remember! 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!

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## *Raduno Estivo 2018*

by Alex Csank, Vankleek Hill

*Friday, 20 July*

**Afternoon Drive to Kingston:** Departing from Montréal, Ottawa and Toronto areas, organized groups will take nice roads towards Kingston, arriving in time to check in to the hotel and join the other arriving participants for a casual supper at a local Kingston restaurant. You can choose to get together with your friends for this drive and make it a group event, or make your own way to Kingston; the choice is yours.

**Hotel Check-in:** Although you are free to choose your own accommodations if you wish, we will organize a reasonably priced group rate at a quality local hotel near the 401.

**Welcome Supper:** Join the group for a casual meal in Kingston. This supper will be your welcome to the *Raduno Estivo*, and will provide an opportunity to meet friends, old and new.

## Saturday, 21 July

**Breakfast:** You are on your own to have your breakfast at the hotel or elsewhere. Just don't be late for the start of the Gimmick Rally!

**Gimmick Rally:** The Gimmick Rally (a fun, relaxed rally where you will be asked to answer questions and gather a few treasures along the way) will depart from our hotel parking lot, with the first car leaving at 9:30am. The rally will take participants on a tour to the northeast of Kingston into the countryside along the Rideau Canal and Lakes towards picturesque Jones Falls. We encourage you to enjoy the scenery and have a fun drive while trying to answer the questions provided in your rally instructions.

**Lunch:** Although there is no time limit for the rally, beginning at about 12:00pm, we will enjoy a casual lunch at the Hotel Kenney in Jones Falls [Hotel Kenney](#).

**Drive to Gananoque:** After lunch, we'll head south towards the "Gateway to the 1000 Islands" – the historic town of [Gananoque](#). Once there, we'll park and board a small cruise ship in the harbour downtown.

**1000 Islands Boat Cruise:** Departing the dock promptly at 3:30pm, the '[Lost Ships of the 1000 Islands Cruise](#)' combines video and audio commentary along with side-scan sonar images, bringing events and stories to life. You will see the famed Boldt Castle and lavish homes of the rich & famous on "Millionaire's Row", and discover the remarkable feats of engineering required to build the St. Lawrence Seaway, 1000 Islands International bridge and lots more!

**AMICI Raduno Estivo Banquet:** To cap off our Saturday events, a relaxed banquet (no need to dress up) will be held from about 7:00-10:00pm at a nice restaurant in Kingston. Afterwards, we will make our way back to our hotel for the night.

## Sunday, 22 July

**Breakfast:** You are on your own to have your breakfast at the hotel or elsewhere.

**Concorso:** Our *Concorso* (car show) will be held beginning at 10:00am at a nice location in Kingston. Trophies will be awarded for the best cars in various categories, as judged by a group of volunteer judges. Water and bathrooms will be available.

**Art and Model Car Concorso:** We will also be holding an Art and a Model Car contest. Please bring your entries to the *Concorso* to be judged. Each entry must be your own original artwork or

a model car that you assembled to be entered in the contest.

**Awards Lunch:** Following the *Concorso*, we will have an Awards Lunch, which will be held from noon until about 2:00pm at a local restaurant. This is where we will provide awards to the winners of the Gimmick Rally, *Concorso* and the Art & Model Car *Concorso*.

**Departure Drive:** Following the Awards Lunch, you are free to head home individually via the highway, or join up with friends and others for a drive back along the many country roads.

## Participation

Rather than simply filling the attendance numbers on a 1st come, 1st served basis, dividing up the available registrations between the clubs will help to make sure that each club has an even chance to participate. Once we get a better feel of the number of early registrations from each club, we can reallocate some of the remaining tickets to those clubs with more members who wish to register. Each member may register one other adult, and any number of children under 18 (who live with them at the same address much of the time). The registration fee will cover things like a welcome package, window sticker, awards, etc. Below is the registration allocation template. It is based upon a maximum number of 80 attendees (example: 1 member and 1 spouse = 2). These numbers will be reserved for each listed club until 1 May. After that date, registration will be on a 1st come, 1st served basis. So, keep an eye out for our registration form, which will be sent out via email to all members by your club leaders as soon as we are ready.

| Club                             | Allocation |
|----------------------------------|------------|
| ARCC Toronto Chapter             | 10         |
| Club Alfa Romeo de Montreal      | 10         |
| Alfa Romeo Club of Ottawa        | 6          |
| Club Fiat Montreal               | 10         |
| Ontario Fiat Club                | 10         |
| Italian Car Day                  | 6          |
| Italian Car Club of Ottawa       | 6          |
| Ferrari Club of America (Quebec) | 4          |
| Ferrari Club of America (Ottawa) | 4          |
| Vintage European Automobiles     | 4          |
| Fiat - Alfa Romeo Quebec         | 4          |
| Team Pantera Canada              | 2          |
| Club Ferrari Luigi               | 2          |
| Pro Italia Motor Club            | 2          |

## Costs

**Registration:** Early registration (prices are approximate and subject to change if necessary) will likely be \$25 per person (to cover event and

organizational costs) until 1 June 2018. Registrations post-marked after 1 June will be \$35 per person.

**Hotels:** Participants will pay all hotel fees individually. Reservations must be made through the hotel. We are estimating a cost of about \$170 (plus taxes) per night (double occupancy).

**Meals:** Most meal costs will be paid individually to the restaurant by participants at the end of each meal. However, some meals may require pre-payment. Details will be coming soon.

**Boat Tour:** Boat Tour tickets will be paid when you register if you wish to participate. The cost will be about \$25 per person.

I believe that this year's *Raduno Estivo* will be a lot of fun! Please plan on joining us if you can. Let your club leadership know if you wish to attend, as that will help with our planning.

## ***1900 Boano Coupe***

**by George Beston, Cobourg**

*I have included the following write-up and pictures from Sotheby's web-site which describes the 1955 Alfa Romeo 1900C SS Speciale by Boano that was sold recently at their Arizona auction. I have a soft spot for the exotic cars of my youth and this one pulls at the heartstrings like few others do. It is unique except for the 3000 CM mentioned that was built for Juan Perón. Unfortunately, that car was wrecked and then re-bodied with more utilitarian coach work original to the 3000 CM chassis. So, this 1900 is now one of a kind.*

*Judging by the \$1,270,000 hammer price, it was very well sold, and only time will tell if the winning bid is a harbinger of things to come for other 1900's with provenance.*



Serial number: AR 1900C 01846

Engine number: AR 1308 01207

Mario Boano was known for wildly futuristic designs, and few of the young designer's energetic creations exhibited his special flair as exuberantly as this Speciale, produced on Alfa Romeo's high-performance 1900C SS chassis for the 1955 Turin Motor Show. Its styling was based upon another Boano creation, a 6C 3000 coupe that had been

built for Argentinean president Juan Perón (a former racing driver and avid automobile collector). Boano had hoped to showcase the Perón car at Turin, but it was instead shipped directly to Argentina, leading to the creation of the 1900C SS version.



The design shows the influence of other futuristic show cars of the period, most notably the aerodynamic B.A.T. Alfas designed by Franco Scaglione for Bertone, and Touring's famous 1900 Disco Volante. Its long, rounded curves are simple in their elegance, with classic "long hood, short deck" proportions set off by delicate chrome bumperettes and small round taillights. The curve of the greenhouse, with a B-pillar design that would later appear on Boano's Ferrari bodies, was set off by a finish in black, contrasting to the creamy yellow of the lower body. Taken all together, the styling clearly speaks Alfa's design language of the period, but in a more sensual voice.



Accentuating its sporty pretensions, the car was fitted with a competition-style Tipo 1308 engine with large-diameter valves, a ram-type induction system of the type found on period Ferrari four-cylinder racing cars, and twin high-volume Weber 50 DCO3 carburetors, as well as a five-speed transmission.

Understandably, because its styling was so perfectly tuned to its time, the Boano Speciale was featured in Turin coverage in the March 1956 issue of *Quattroruote*, in which Boano's "creation

of a modern line” was widely lauded. Following the show, the 1900C SS was sold to Giuseppe Dalmazio Vallerga of Milan; several other Italian caretakers followed, ending in the 1980s with renowned Bolognese collector Mario Righini. A well-known European enthusiast acquired the car from the Righini collection in October 2013, and after exhibition at Rétromobile in 2014 and an appearance in the September/October 2014 issue of *Retro Passion*, brought it to the U.S. for the first time in its long, rich history.

In 2015 the car was shown at the Pebble Beach Concours d’Elegance, in the Preservation Class, having remained, aside from an aging red repaint, an unrestored, original, and remarkably pure automobile. Indeed, an inspection noted that it retained the original engine and induction system, as well as the original tubular header, dual-outlet exhaust, and Borrani wire wheels. Even the brake-cooling scoops are original, while correct spark plugs, ignition wires, and breaker points were sourced and installed.

The current owner elected to restore the car to its original Turin livery, at the hands of the respected Fastcars Ltd. of Redondo Beach, California. Removing the paint revealed a very solid and intact body, which was properly restored in the correct yellow and black color scheme, using a sample of original paint located under the aging red finish. The original interior remains, in black leather piped in creamy yellow, accentuated by the original unique instrumentation, Nardi steering wheel, and Autovox vacuum-tube radio, which still plays. Photographs and receipts on file detail the restoration work, showing both the car’s excellent condition and purity prior to restoration, and the level of attention given to the task.

Following completion of the restoration, the car returned to the Pebble Beach Concours’ fabled lawn in 2017, and was rightfully judged Best in Class, recognizing the consignor’s determination to see it returned to flawless original condition. It has not been shown since, and therefore a world of new opportunities await the new owner interested in the highest level of international show competition.

Offering superb history, wonderful documentation, and a riveting design that attracted attention from auto show crowds and journalists alike, this is certainly among the most spectacular creations on the 1900C SS chassis. It is in the first rank of post-war coach-built Alfa Romeos.

## ***Giulia 2.0 – Power and Efficiency!***

**by George Beston, Cobourg**

As a long time *Alfista* gearhead, I’ve been curious about the engines in today’s Alfas. Unfortunately, most manufacturers including Fiat Chrysler Automobiles don’t seem to like talking about engine details in their consumer-oriented communications. I understand that most potential customers would glaze over when exposed to any detailed explanation about what’s going on under the hood, but that doesn’t stop enthusiasts from being interested enough to muster the patience it takes to learn some of the mechanical details in order to comprehend how these engines work.

The four cylinder engine in the Giulia and Stelvio is my case in point. With all the fanfare about the over-the-top Q4 engine, the two litre is being overlooked. Last year at the Toronto car show, or Canadian International Auto Show as its organizers have named it, the sales staff on the Alfa Romeo stand would not open the hood of any of the vehicles on display. That might have something to do with the aesthetics of the display and even the fact that you can look at a current engine bay and not learn anything beyond the fact that there are a lot of covers under there that make the area look good, but hide most of the mechanical elements.

For the past year, I’ve been watching for any source of details on this engine or how it works, and there isn’t much out there.

The official Alfa Romeo brochures quote an output of 280 horsepower and 306 lb-ft. of torque, a displacement of two litres, the use of direct injection and turbocharging, but that’s it. As for efficiency, fuel consumption is quoted as 6.4L per 100 km.

These are very impressive figures, a lot of power for the displacement, and remarkable fuel economy considering the power available. The numbers compare favourably with the Giulia’s competitors, and other modern two litre four cylinder offerings. In fact, this engine size is getting pretty popular within FCA and across the automotive industry.

My research has been all on the internet, but even there, details are sketchy.

It’s no surprise that this engine is a member of a corporate family of engines within FCA. During development it was named the Hurricane Four, part of the GME (Global Medium Engine) family. It is said to be different from the Chrysler/Jeep version – made in a different foundry, with a closed deck block vs. Mopar versions having an

open deck. At some point in its development, the Alfa engine used twin turbos, but in production it's using a single twin-scroll turbocharger.

The power and torque achieved are a direct result of turbocharging. They imply a maximum boost level of one atmosphere, or roughly 15 psi pressure. The programming of the ECU is responsible for managing boost parameters to get the response and driveability we've heard about in road tests. The twin-scroll design of the turbocharger provides good response and avoids turbo lag. The Giulia brochure refers to it as a "two in one" turbocharger.

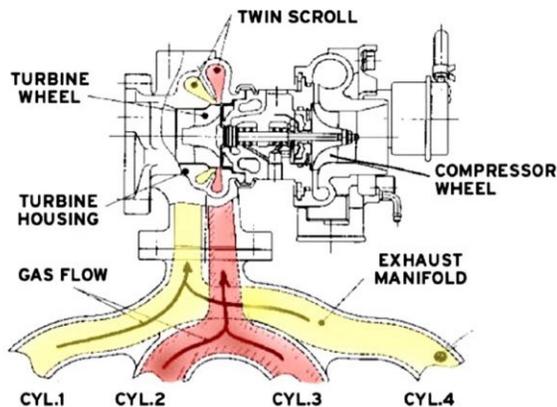


Diagram from [superstreetonline.com](http://superstreetonline.com).

This generic diagram shows the layout of a twin-scroll turbo. The key elements in its performance are that it enables optimum scavenging of exhaust gasses and it drives the turbine wheel more effectively than a single scroll design.

The efficiency of this engine is a longer story. It uses the well-established Multi-Air valve actuation system developed and used by Fiat for a number of years now. This system utilizes a cylinder head with the valves laid out like they would be in a twin-cam engine. It uses only one camshaft, oriented to act directly on the exhaust valves. Each cylinder has three lobes on the cam, two to operate the individual exhaust valves, and the third lobe operates via a roller follower and rocker arm that acts on a hydraulic "master" cylinder that forces engine oil through some passages and into two small "slave" cylinders, one for each intake valve. Along the way, the oil passes by a solenoid valve that can be opened during the process to bleed oil away and let the valves close on their springs.

This system, under the control of the engine's ECU, allows five different strategies for opening the intake valves; follow the full intake cam profile, open the valves slightly early in the cycle, open the valves late in the cycle, open the valves twice during the cycle and leave the valves shut.

It is used to constantly adjust intake valve opening. These strategies allow the elimination of a throttle in the intake tract. This takes "Drive by Wire" to a whole new level!

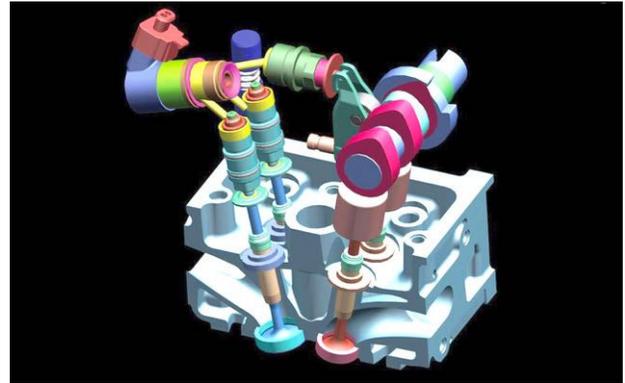


Diagram from [caranddriver.com](http://caranddriver.com).

The primary benefits of the Multi-Air system are the reduction of pumping losses due to the elimination of a throttle, and flexibility of admitting air to the combustion chambers with optimal timing, depending on need. Pumping losses are basically the energy that goes into creating a vacuum between throttle plate(s) and closed intake valves. The Multi-Air system would create a vacuum within cylinders under some circumstances, but most of the energy taken to do that is returned on the next stroke of the cycle.

Direct injection on these engines enables very precise control over the quantity of fuel injected into the cylinder, the timing of the injection and the spray pattern. This leads to a higher quality of combustion and greater fuel efficiency.

Another feature built in to optimize efficiency is an offset between the crankshaft centre and the cylinder bores to reduce connecting rod angle on the power stroke. This reduces side load on the pistons resulting in less friction between rings and cylinder walls.

Additional friction-saving measures include the use of roller bearings for the camshaft and balance shaft.

After doing this research, I'm eagerly anticipating my first opportunity to drive a new Giulia to see how all that power feels!



Motor Trend's 2018 Car of the Year

## Upcoming ARCC Events

Regional representatives are requested to send your 2018 events calendars to the secretary or the editor for inclusion in the next issue.

### Club Alfa Romeo de Montréal

| Date         | Event  |
|--------------|--|
| January 27   | Pizza Lunch and AGM  |
| February 17  | Valentine's Dinner   |
| April 21     | Springtime and First Drive                                     |
| June 9       | Grand Prix BBQ   |
| June 16      | Italian Car Parade in Ottawa                                   |
| July 8       | Fiat Breakout  |
| July 20-22   | Raduno Estivo, Kingston  |
| August 8-12  | <a href="#">Sempreverde 2018</a> , AROC Convention, Olympia WA |
| August 19    | Gatineau Hills Drive   |
| September 8  | Drive and Supper in Bromont                                    |
| September 30 | Raduno Montebello  |
| October 13   | Fall Colours Drive, Oka Hills                                  |
| November 24  | Year End Dinner  |

### Alfa Romeo Club - Ottawa

| Date         | Event  |
|--------------|--|
| April 18     | ARCO AGM   |
| May 19       | Stelvio Test Drive and BBQ                                     |
| June 16      | Ottawa Italian Car Parade                                      |
| July 20-22   | Raduno Estivo, Kingston  |
| August 8-12  | <a href="#">Sempreverde 2018</a> , AROC Convention, Olympia WA |
| August 19    | Gatineau Hills Drive   |
| September 30 | Raduno Montebello  |
| October 13   | End of Season Drive and BBQ                                    |

## Alfa Romeo Club of Canada

### National Executive

|                     |            |                |  |
|---------------------|------------|----------------|--|
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| Mark Willis         | Western VP | (403) 668-0379 | <a href="mailto:alfa.calgary@gmail.com">alfa.calgary@gmail.com</a>               |
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| George Beston       | Treasurer  | (905) 375-8736 | <a href="mailto:gbeston@eagle.ca">gbeston@eagle.ca</a>                           |
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### Regional Contacts

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### Alfa Romeo Club of Edmonton

| Date        | Event  |
|-------------|--|
| August 8-12 | <a href="#">Sempreverde 2018</a> , AROC Convention, Olympia WA |

### Calgary Alfa Marque Society

| Date        | Event  |
|-------------|--|
| August 8-12 | <a href="#">Sempreverde 2018</a> , AROC Convention, Olympia WA |

### Toronto Chapter

| Date           | Event  |
|----------------|--|
| April 4        | Toronto AGM  |
| April 22 (TBC) | Tech Session, detailing  |
| May 6          | Go Karts, Downsview  |
| May 21         | Pancake Run, Cookstown   |
| June 3         | Rattlesnake Point Run  |
| June 17        | Tour to VARAC Vintage Festival                                 |
| July 8         | Sun Collision BBQ, St Catherines                               |
| July 20-22     | Raduno Estivo, Kingston  |
| August 8-12    | <a href="#">Sempreverde 2018</a> , AROC Convention, Olympia WA |
| August 12      | <a href="#">Italian Car Day</a> , Woodbridge                   |
| August 26      | Fiats on the Forks, Forks of the Credit                        |
| September 9    | Niagara Wine Tour  |
| September 30   | Raduno Montebello  |
| October 14     | Fall Colours Drive, Creemore                                   |
| November 24    | Holiday Dinner   |

First Saturday of every month – Espresso and Biscotti at Des Sources Alfa Romeo in Montréal.

First Tuesday of every month – drop in Cruise Night at La Paloma in Woodbridge.

### Club mail

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### ARCC Update

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