



# ARCC UPDATE

June 2018

## President's Letter

by Alex Csank, Vankleek Hill

Alfisti,

With the good driving weather finally here and the Alfa activity season ramping up, I really hope that you are getting into your finely crafted Italian machine and making some forays down the twisties ... **that** is truly one of the greatest joys of owning an Alfa Romeo!

### Montréal Events



Rally Masters at the start. Photo by AJ Csank.

In Montréal this month, Diane and I acted as Rally Masters for a Gimmick Rally on the 5th of May. The weather was OK but the wind was a bit chilly in the morning. We gathered at 10:00 am at the Des Sources Alfa Romeo dealership, where Germain Cornet and his team graciously hosted us for the monthly Coffee and Biscotti inside this beautiful new dealership.



Des Sources Alfa Romeo. Photo by Alex Csank.

There were plenty of 4C coupes and Spiders, Giulias and Stelvios (even a few Quadrifoglios) on display, and a big surprise awaited yours truly after the Driver and Navigator Briefing held inside. We were called into the service area, where a bright red Giulia Ti Q4 had been decorated with various accessories marking my 60<sup>th</sup> birthday. What a surprise it was, especially when Germain and Jean-Michel (CARM President) told me that the dealership would grant me the use of this car for the day! Thanks!



A birthday Alfa. Photo by AJ Csank.

Eventually everyone departed for the rally, which was a meandering tour of much of the south and west portions of city and the island of Montréal, with a short planned excursion towards the Formula One track just off the island. Unfortunately, the track was closed just a day or so before the rally for a few renovations and repairs; the information for which was apparently not published or even known by the staff until just before the work began. This meant that the rally route did not include the planned tour of the track. Everyone made their way to the end point that afternoon, having answered lots of questions and gathering the few items requested in the rally instructions.

For some reason, there was a surprise birthday party for some old bearded guy who had just turned the big Six-Oh at the *Brasserie* we had selected as the end point. The rally winners (from the Montréal Fiat Club) won two \$50 gift

certificates for The Keg Steakhouse. Several door prizes were donated by Germain, YACCO lubricants and Des Sources Alfa Romeo.



*Sponsors like YACCO can even bring out French cars. Photo by Alex Csank.*

Our friend and member Jean-Marc Magnan from LaSalle Alfa Romeo also gave all the rally participants nice Alfa key chains as they entered the dealership as a part of the rally route. As if the rest wasn't enough, I was surprised once again when a cake in the shape of my GTV-6 arrived on the table! Thanks folks. I was very humbled and grateful.



*A GTV-6 birthday cake. Photo by Alex Csank.*

### ***Time for a Change***

On another note, Diane and I have been doing a bit of Spider shopping. With our current fleet including Diane's wonderful little 5-speed Abarth, "Bullwinkle" the Volvo XC70 AWD wagon and the quirky, but "oh so fun" Ural motorcycle and sidecar our dear friend lets us use from time to time, my GTV-6 is just not different enough as a driving tool. So, to round out the driveway and garage occupants, we have decided to sell the GTV-6 and purchase an Alfa Spider. That way, we will have three very different cars to use.

Interestingly, as I look at all the Alfas I have owned and driven, and thinking that this purchase may be the one to keep over the remaining decades of my ability and enjoyment of driving an Alfa, I am considering the idea of buying a Series Four (91-94) Spider with the ZF automatic transmission and actual working A/C. That would be different enough from ANY of the twenty or more Alfas I have owned over the years; not a single one with an automatic transmission.

It would be a rare, but still enjoyable Alfa. Alfa didn't build many cars with auto boxes. There was the Alfetta Sport Sedan of the early 80s, the rare Milano Platinum automatic and of course the more popular 164 of the 1990s. The Spiders with automatics were (and are) exceedingly rare. But, as automatics go, they are quite reliable and are interchangeable with the same versions of the ZF 3-speed used by contemporary BMWs, so parts aren't impossible to find.

Blasphemy you say? Want to argue with me? Do you have another idea? Do you actually agree? Write me your suggestions, ideas and complaints, etc. – just try and keep them polite. Go ahead ... make my day! And if you're interested in a nice, 'driver' GTV-6 that goes down the road REALLY well ... let me know that too. I just might have one available for you.

Finally, our plans for this year's *AMICI Raduno Estivo* (Montréal/Toronto/Ottawa Regional Italian Car weekend gathering) are almost complete and I believe that we will be all set by the time you are reading this letter. Diane and I are looking forward to seeing all of you who have registered.

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

Rev high!

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## ***Toronto Pancake Run***

**by George Beston, Cobourg**

It's difficult to imagine a better way to celebrate spring and the pending arrival of summer than to go on a drive through lush countryside on a warm Spring day and share a terrific meal with other Alfisti and Italian car enthusiasts.

Starting from Weston Road and Major Mackenzie, we headed north on Weston Rd. and then took the King-Vaughan Rd. west to Highway 27. From there we drove north along 27 to Cookstown. Lunch at the Hot Stacks restaurant was a feast. Nobody leaves this place hungry!

After lunch the rest of the group took off for more touring of this wonderful part of Ontario, and Alma and I headed for the Cookstown Outlet Mall for some retail therapy.

I really appreciated seeing some new Alfas participating in this run, including a 4C Spider and a Giulia, both looking very attractive in grey metallic paint.



Photos by George Beston.

This lineup makes us look almost eclectic. How many different Alfa models do you see here? If this was a popularity contest, S2 spiders would be the winners. There were five of them in attendance, along with examples of eight other Alfa Romeo models.

## Alfa Romeo Spider

*The Italian beauty that graduated to true stardom*

from Motor Sport, “SPEEDSHOP”, May 2018

*Editor’s note: I always find it interesting to read someone else’s opinion when their good taste aligns with mine. I do find their current price estimate hard to fathom!*

Price new: £1,894 (1.6 Duetto)  
Price now: £55,000 (1750 Veloce)

It didn’t need a starring role in a film to make it cool – the Alfa Romeo Spider arrived dripping with style, chic but cheeky, with thrusting nose and a curvaceous rump. Yes, it had family car underworks, but they were Alfa works – an alloy twin-cam four happy to wind 109 eager horsepower through two snorting twin Weber carburettors and dispensing torque through a five-speed gearbox – something even an E-type didn’t have at the time.

And those elegant lines – it was your own taste of *la dolce vita*, and you didn’t need to see *The Graduate* to imagine yourself pulling up outside fashionable Riviera restaurants in this scarlet beauty.

It drove with style, too. Light steering, disc brakes on all corners and grown-up coil springs when the home equivalent – the MGB – made do with dated leafs and drums at the rear. In Britain the Spider wasn’t cheap – it was in sight of E-type money so in 1968, two years after launch, Alfa offered a 1300cc Junior model with a few less bhp and a slightly cost-trimmed interior but virtually all the same character. Meanwhile the 1600 Duetto became the 1750 Veloce with 122bhp (sic), turning it into a true gem.

Those 105 series Alfas proved very long-lived in production terms, and so did the Spider – some 26 years over various iterations, though it lost a little charm each time. In 1970 came a squared-off ‘Kamm tail’ which gave more room for your weekend cases though few thought it prettier despite a more relaxed screen rake. One year on, a 2-litre arrived offering 132bhp; rubber bumpers later upset its looks but not as much as Series 3 cars which in 1983 grew heavier black bumpers, chin spoiler and a rubber tail flip. A 1991 tidy-up was cleaner but out of tune with the Sixties charmer it once had been.

For on-the-road delight a second-series 1750 in the original shape – variously labelled boat-tail or round-tail (Duetto really means the 1600) – has an edge, that free-revving motor giving all the urge you’d want. Which means it’s the priciest but also the best investment. Later Series 3 cars offer terrific fun-per-pound value, but a 1750 is *perfezione*.

**M SPEEDSHOP**
**BUYING**

### Alfa Romeo Spider

*The Italian beauty that graduated to true stardom*



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**FOR ON-THE-ROAD DELIGHT** a second-series 1750 in the original shape – variously labelled boat-tail or round-tail (Duetto really means the 1600) – has an edge, that free-revving motor giving all the urge you'd want. Which means it's the priciest but also the best investment. Later Series 3 cars offer terrific fun-per-pound value, but a 1750 is *perfezione*.

**SPARKING TO NEVIN RAWSON**  
*Owner of Southwood Car Company and Alfa Romeo enthusiast*

Most sought after are 1600cc cars, for a late 1960s car they're a delight. The engine is alloy, they have a five-speed box, and they're light. You can throw them about – they're a really sprightly drive. The 1750 is a very special drive, it's revs freely. They feel a much more modern drive than the previous Giulio and Giulietta spiders, although I do love those cars. But the 1750 really commands its age. You can jump in one of these Alfas and be at ease straight away. You're looking at perhaps £50,000 for a really good 1750 Veloce, though the one we're selling, as clear as you can get to a new car after a three-year restoration, is more. Alfas have an much pedigree, it's a lovely brand to speculate in.

## 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
May 20	Lunch with Scuderia Alfa Romeo Québec
June 2	Espresso, Biscotti and Waterside Drive
June 9	Grand Prix BBQ
June 10	Veterans' Salute
June 16	Italian Car Parade in Ottawa
July 6	Tre Colori Dinner
July 8	Fiat Breakout
July 20-22	Raduno Estivo, Kingston
August 8-12	<a href="#">Sempreverde 2018</a> , AROC Convention, Olympia WA
August 18	Road Adventure with ARCO
September 1	Espresso, Biscotti
September 8	Drive and Supper in Bromont
September 30	Raduno Montebello
October 6	Espresso, Biscotti
October 13	Fall Colours Drive, Oka Hills
November 24	Year End Dinner

### Alfa Romeo Club - Ottawa

Date	Event
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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### Alfa Romeo Club of Edmonton

Date	Event
Second Tuesday	Monthly Meeting
April 17	Drive at Fast Track
May 12	Tech Session, Up Your Hoist
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
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
July 29	J Bird's Spider in the Garden, Ancaster
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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