



# ARCC UPDATE

February 2019

## *President's Letter*

by Alex Csank, Vankleek Hill

Alfisti,

So here we are in the coldest and snowiest time of the year again. And once again I find myself looking longingly at the sleeping Alfa and Abarth, both reposing so peacefully in our small garage whenever I enter to get the snow blower ... and that sure seems like many days this winter! Diane fell in our backyard in mid-December. She slipped on some treacherous ice covered in a layer of fresh snow on our patio. Unfortunately, she ended up breaking a small bone in her left wrist and another in her left thumb, so she has been nursing that along towards healing through the holidays and January. She was told that she was to avoid weightlifting competitions and hockey for the remainder of the winter ... so I guess it's a good thing that she doesn't normally engage in either of those sports.

### *Raduno Estivo 2019*

To avoid boredom and keep the stress levels up, I have been busy planning for this summer's *Raduno Estivo 2019*, to be held on the weekend of the 26th through the 28th of July, with some great help from Frank and Maurizio of ARCC Toronto, Lou from the Ontario Fiat Club, and Peppe, Konrad and Mark from the Ferrari club in Ottawa. This year, the event will begin on Friday evening in Belleville. On Saturday morning the group will take a driving tour through picturesque Prince Edward County, with a few interesting stops. After lunch, we'll head east towards Kingston, driving through old Kingston and on towards Gananoque. Once there, we will have an informal Saturday evening banquet and spend the night. On Sunday, we will head onto the 1000 Islands Parkway to the 1000 Islands Tower for our annual Concorso and Awards Lunch. If this sounds like fun, please let your local club leaders know that you wish to register. This event is limited to just 80 people (about 40 couples and 40 cars), and those numbers are

distributed to all the Montreal, Ottawa and Toronto Alfa, Fiat, Ferrari and other Italian Car clubs, so space is *very* limited and will get reserved quickly. More details and a registration form will be available by about the first week of March.

**Registration:** Early Registration will be \$25 per person (\$50 per couple) to cover event and organizational costs, until June 1<sup>st</sup>, 2019. Registrations after June 1st will be \$35 per person (\$70 per couple).

**Hotels:** All hotel fees will be paid individually by participants. Reservations must be made through the hotels. Hotel prices will be about \$165 in Belleville (including taxes and breakfast) on Friday, and \$215 to \$250 (depending upon choice of room, includes taxes and breakfast) in Gananoque on Saturday.

**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.

Participants had loads of fun at last year's event, and this year should be even better! Please plan on joining us if you can. Let your local club leaders know if you plan to attend, as that will help with our planning.

### *Help Wanted*

Your club *needs* your help. At the local level and nationally, clubs like ours rely upon the enthusiasm and efforts of a small group of volunteers who do all they can to offer members and their friends plenty of great activities throughout the year. But without 'new blood', these volunteers eventually move on, need a break, have other commitments, or sometimes just burn out. So, please consider volunteering. I am sure that you have the talent, expertise, energy and input to find a good role and be put to good use somewhere. Just let us know where you would like to help, and we'll do our best to give you the opportunity to help the membership and

us. You can contact me directly or let your chapter leaders know of your interest.

And remember! Please keep sending me your feedback, and also your photos, articles and ideas for the newsletter. George Beston needs your input for upcoming ARCC Updates.

Rev high!

Alex (514) 771-9513

[alfaromeodriveralex@gmail.com](mailto:alfaromeodriveralex@gmail.com)

## ***8C 2900B Touring Berlinetta***

**by Kurt Ernst, Hemmings  
photos courtesy Artcurial**

***Could this 1939 Alfa Romeo 8C 2900B Touring Berlinetta set a new record for the marque at auction?***



Consider this: Just five Alfa Romeo 8C 2900B models were ever built with Carrozzeria Touring Berlinetta bodies on the lungo (long) wheelbase platform, and two of these have taken Best in Show honors at the Pebble Beach Concours d'Elegance, in 2008 and 2018. Calling the model a "Holy Grail" for Alfa Romeo collectors is no exaggeration, and when a largely unrestored 1939 8C 2900B Touring Berlinetta crosses the auction stage this month in Paris, at Artcurial's Retromobile sale, it stands a very good chance of setting a new benchmark price for an Alfa Romeo sold at auction.

First shown at the 1935 London Motor Show, the 8C 2900A was a sports racer targeted to the gentleman driver, powered by a supercharged 2.9 liter inline eight cylinder engine rated at 220 horsepower. In the hands of Scuderia Ferrari, Alfa Romeo 8C 2900A models swept the podium at the 1936 Mille Miglia, backing up this performance by finishing 1-2 in the 1937 race. Not every buyer needed (or wanted) a car with this level of performance, so in response Alfa Romeo created the the slightly more relaxed 8C 2900B in 1937.

The 8C 2900B was detuned for greater reliability, producing 180 horsepower thanks in part to a drop in compression from 6.5:1 to 5.75:1. Though

the eight cylinder engine retained its 2.9 liter displacement and Roots-type supercharger, aluminum was substituted for magnesium on certain engine castings and the wheelbase was lengthened slightly from 2.75 meters (roughly 108 inches) to 2.8 meters (roughly 110 inches) on corto (short) chassis examples. The 8C 2900B also debuted a new lungo chassis variant, which utilized a wheelbase of 3.0 meters (roughly 118 inches).



Just 10 lungo chassis 8C 2900B models were ever built, including the five aforementioned examples wearing enclosed Berlinetta bodywork from Carrozzeria Touring. Chassis 412020 was the first completed, and displayed at motor shows across Europe in late 1937 and early 1938. (Much later, in 2001, this car would go on to win the Most Elegant Closed Car award at Pebble Beach, followed by the even more prestigious Best in Show in 2018). Chassis 412024 — the example offered by Artcurial — was the second 8C 2900B Touring Berlinetta built, followed by chassis 412029 (now owned by the Alfa Romeo museum), 412035 (the 2008 Pebble Beach winner) and 412036.

The early history of chassis 412024 is largely a mystery, though anecdotal evidence suggests that it may have been delivered to Italian Foreign Minister Galeazzo Ciano, the son-in-law of Benito Mussolini. No paper trail exists to document this, as the car was never formally registered in Italy, but this itself likely points to early ownership by an Italian dignitary. Count Ciano was known to have gifted an open-cockpit 8C 2900B Spider to his wife, and this car was weighed at Alfa Romeo the day after chassis 412024, linking the two together.

In February 1939, chassis 412024 — with a chrome "I" adorning its rear fender, generally signaling Italian ownership — was exported to England, where it landed with London Alfa Romeo dealer Jack Bartlett. Bartlett received the registration FLR 108 in March 1939, and one month later advertised the car for sale in the

April 1939 issue of Speed magazine. At the time, the car was painted blue, and showed just 5,000 miles on the odometer.



With the threat of war looming on the horizon and the world just emerging from the grips of a global economic depression, demand for a high performance (and thus, high dollar) sports car was minimal. Chassis 412024 remained out of sight during the war years, and likely in Bartlett's possession. In June 1947, chassis 412024 resurfaced with a new log book, showing Bartlett as the car's owner and noting silver as the car's color. Though temporarily unlicensed, Bartlett showed the car at a number of Royal Automobile Club events, and the Alfa earned a class win at the Regents Park Concours in September 1947. Registered again for road use in July 1948, chassis 412024 was awarded a first-in-class ribbon at the 1948 Eastbourne concours, and later pictured at the show in an issue of Motor magazine.

Bartlett again advertised the car for sale in July 1949, one month before a story on the Alfa (and two others) appeared in Motor magazine. Perhaps the additional exposure helped, since in October 1949 the Berlinetta sold to Dennis de Ferranti, who kept it for two years before selling it back to Bartlett. This time, it didn't remain with Bartlett long, and the car's next owner was Lord Ridley (Matthew White Ridley), a racing driver and passionate car collector who kept the Alfa until his death in 1964.

The car's next steward was Nigel Mann, who changed its color from silver to red and offered it for sale at £4,000 in 1970. Though his ad copy hinted at no shortage of offers in the £3,750 range, he remained steadfast, ultimately retaining possession until 1976 when it sold to Jan Martens in Holland, who owns the car today.

Though the car has been repainted several times and its engine rebuilt in the 1980s, chassis 412024 has never been subjected to a

comprehensive restoration, which may well increase its appeal to the right collector. At this writing, the record price for an Alfa Romeo sold at auction belongs to a 1939 8C 2900 Lungo Spider sold by RM Sotheby's in 2016 for a hammer price of \$18 million (\$19.8 million with fees). When chassis 412024 crosses the block in Paris on February 8, Artcurial predicts a selling price between €16 million and €22 million (\$18.24 million to \$25.09 million), which if realized will make this 1939 8C 2900B Touring Berlinetta the most expensive Alfa Romeo in the world.



*Editor's note: The auction concluded with this 8C 2900B going to an unnamed American collector for €16,475,000. That makes it the second most expensive Alfa ever sold.*

## **Could History Repeat for Alfa in F1?**

by Mark Hughes, MotorSport

***There are parallels between Alfa Romeo's latest F1 return and its oft-forgotten pace in 1980***

The Sauber name disappears from the grid with the announcement that the Swiss-based team will henceforth be entered as 'Alfa Romeo Racing'.

The ownership remains unchanged but the multi-year technical and commercial partnership now incorporates this change of name. It's not the first time the works Alfa Romeo team has been represented by an independently-owned entity: it happened in 1984-85, when Euroracing ran the programme with Benetton-sponsored cars for Riccardo Patrese and Eddie Cheever.

Some time before then, it happened with a recently-established team called Scuderia Ferrari.

Although Alfa's last participation (1979-85) was but a pale shadow of its glory years when it dominated the late 1940s and the first two years of the world championship in 1950 and '51 (with

updates of its 1937 Alfetta), there was a brief burst of form in 1980. It was a tragic campaign in which Patrick Depailler lost his life testing his Alfa 179 at Hockenheim. That was just how it could be back then. But the performance of the car became ever more impressive through the season, taking the rest of the paddock somewhat by surprise. At Watkins Glen for the final race Bruno Giacomelli qualified on a dominant pole and led the race going away – until suffering a coil failure.



Conventional wisdom at the start of the 1980 season was that you needed either the grunt of a new fangled turbo engine to bludgeon your way to the front, or the lightweight, economical and tightly packaged Cosworth DFV to dance your way there.

The Alfa – with a big, heavy, naturally aspirated V12 – seemed the worst of both worlds, without the sheer horsepower of the Renault turbo, but much bigger and thirstier than the DFV. Alfa's racing department, Autodelta, was furthermore new to Formula 1, having just dipped its toe in the water for a selected few races the previous year.

What with the rapid development of new knowledge around sliding skirted ground effect aerodynamics to keep abreast of as well, Alfa was not rated as a serious force.

But, for the third race of the season, Depailler – still recovering from serious hang gliding injuries incurred in 1979 – was qualifying the long Marlboro liveried beast on the second row of the grid at Long Beach. In the race, he was magnificent, running second and fighting with René Arnoux's Renault and Alan Jones' Williams before the car gave out.

Watching Depailler brawl with Jones' much more nimble FW07 was thrilling as well as fascinating. Whereas Jones was able to flick and pitch his car like the precision instrument it was, Depailler was having to manhandle a much more demanding, but very potent, brute. It took longer to turn in and its exit power slides – with that

great V12 behind the cockpit – took up a whole lot more track width and lap time.

After a while it became obvious it wasn't happy running at this pace; its damping was giving up, its arrival at the corners was heralded by ever-louder brake squeals and Depailler began to suffer, with an increasingly long brake pedal. It wasn't ever going to last, and it didn't, but it had been a magnificent statement of intent from both Depailler and the team.

Reliability never did match performance, but its improvement curve through the season was one of the most dramatic ever seen. Depailler, the seasoned old hand refusing to accept his days in a top team were over, was a great guiding force in the development of the team, and a big help and encouraging presence to the promising Giacomelli, two down-to-earth guys who'd fought their way through the ranks with no silver spoon head start.

In hindsight, we know why the 179 was such a competitive car. That engine was seriously powerful for its time and came into its own in the new ground effect era. The more heavily loaded a car is through a corner, the more horsepower it needs to grind it through. As aero grip was increasing, so was the optimum crossover point between weight and power. Furthermore, that long V12 ensured that its side venturis were correspondingly long – increasing the ground effect inducing area.

The big gearbox needed to deal with the torque ensured the rear axle line was quite far spaced from the engine, giving the airflow through the sidepod venturis a beautifully uncluttered exit. The aerodynamics were conceived and developed by the French SERA concern, led by Robert Choulet. This was the very same group that had developed the previous season's sensational Ligier JS11s. They clearly knew what they were doing – and at a time when new knowledge had rendered traditional aero thinking elsewhere obsolete.

This time around, of course, Alfa returns to a very much more technically restrictive F1 – and also as an offshoot of a parent company rather than the independent it was back in 1980. So of course, it could not hope to emulate what happened back then, could it?

Except... last year's (Alfa-sponsored) Sauber – which was arguably the most technically original car on the grid – was the season's most improved car by a significant margin, beginning the year adrift of Williams at the very back but ending it

as occasional 'Class B' winner behind the big three.

The team has a fantastic wind tunnel facility, a technical group led by Simone Resta who was a key figure in the creation of the superb 2017 Ferrari – and we have a new set of aero regulations.

We have the experienced old hand Kimi Raikkonen refusing to accept his days at the top are over, set to be a good guiding presence to the team and its promising newcomer Antonio Giovinazzi, who – just like Räikkönen – came through the ranks without a silver spoon headstart.

There are actually a few pieces in place that could yet see a bit of history repeating, don't you think?

## ***Treasurer's Report***

by George Beston, Cobourg

It's not often that I come up with an ARCC Financial Report. As Treasurer, I maintain PayPal and Credit Union accounts and stay currently reconciled with both. I pay a bill or two every month, and pay expense reports as they are submitted by other officers of the Club.

Of course we are a volunteer organization with no interest in making a profit, so breaking even is the only financial objective. Well, we've done it again! I take no personal credit for that. The credit goes to those who volunteer and spend carefully on behalf of the Club.

So, here is what happened in 2018.

Our revenues were \$6,483.60. It was all dues other than \$12.69 which represents the sale of an item of paraphernalia from days gone by.

Our expenses totaled \$6,475.81. The breakout is as follows:

Postage:	\$3,290.67
Alfa Owner:	\$1,826.29
Stationery, Admin:	\$720.16
Printing:	\$400.00
PayPal Fees:	\$214.99
Bank Charges:	\$23.70
Revenue minus expenses:	\$7.79
Cash on hand:	\$2,769.84

The reader will notice the fact that postage is a very large portion of our expenses. It is also an item that we cannot control. Canada Post increased its rates at the start of this year so the difference will be felt by the end of the year. Depending on the amount of cash on hand as the

year progresses your Treasurer may have to recommend a minor dues increase going forward to those selecting the membership options that include mailing expenses.

## ***Car & Driver hits snags with a Giulia Quad – ouch!***

reprinted from the January 2019 issue



It always leads to trouble. Particularly when Italian cars are involved. But the problems we've had with our long-term **ALFA ROMEO GIULIA QUADRIFOGLIO** led much of our staff—especially those based in Ann Arbor, where our QF has spent almost two months total at the dealer's service department—to swear off this sweet-handling and pyrotechnic sports sedan. Call it the automotive version of the red-wine hangover. Or as John Phillips put it: "One option Alfa ought to offer is a riding mechanic."

## Upcoming ARCC Events

Regional representatives are requested to send your 2019 events calendars to the secretary or the editor for inclusion in the next issue.

### Club Alfa Romeo de Montréal

Date	Event
February 23	Valentine's Dinner
March 16	Tech Session, Des Sources Alfa
May 4	Gimmick Rally in the Laurentians
May 18	Drive to Québec City
June 1	Espresso and Biscotti, Des Sources Alfa
June 8	Grand Prix Barbeque
June 9	Veterans' Salute, Ste Anne de Bellevue
July 7	Supper at Tre Colori
July 16-21	<a href="#">Cortile della Corsa 2019</a> , AROC Convention, Pittsburgh, Pennsylvania
July 26-28	Amici Raduno Estivo, Prince Edward County & Gananoque
August 3	Espresso, Biscotti and Driving Tour, Des Sources Alfa
August 17	Shriners Fundraiser BBQ, Des Sources Alfa
August 18	Adventure with ARCO to Embrun ON
September 15	Eastern Townships Drive
October 5	Espresso and Biscotti, Des Sources Alfa
October 19	Autumn Leaves Drive
November 23	CARM End of the Season Supper

### Alfa Romeo Club - Ottawa

Date	Event
June 15	Ottawa Italian Car Parade
July 16-21	<a href="#">Cortile della Corsa 2019</a> , AROC Convention, Pittsburgh, Pennsylvania
July 26-28	Amici Raduno Estivo, Prince Edward County & Gananoque
September 29	Raduno Montebello

## Alfa Romeo Club of Canada

### National Executive

Alex Csank	President	(514) 771-9513	<a href="mailto:alfaromeodriveralex@gmail.com">alfaromeodriveralex@gmail.com</a>
Mark Willis	Western VP	(403) 668-0379	<a href="mailto:alfa.calgary@gmail.com">alfa.calgary@gmail.com</a>
Maurizio Tacchi	Eastern VP	(905) 607-3169	<a href="mailto:cyvz@bell.net">cyvz@bell.net</a>
George Beston	Treasurer	(905) 375-8736	<a href="mailto:gbeston@eagle.ca">gbeston@eagle.ca</a>
Christine Pickering	Secretary	(416) 402-5985	<a href="mailto:christine.pickering@gmail.com">christine.pickering@gmail.com</a>

### Regional Contacts

Don Best	BC	(604) 939-5056	<a href="mailto:dlbest@telus.net">dlbest@telus.net</a>
Bob Merchant	AB,SK,MB	(403) 244-9150	<a href="mailto:rmerchant@shaw.ca">rmerchant@shaw.ca</a>
Jack Livingstone	ON	(613) 232-6335	<a href="mailto:alfa190@excite.com">alfa190@excite.com</a>
Yves Boulanger	QC	(450) 692-7478	<a href="mailto:ro.yvesliet@oricom.ca">ro.yvesliet@oricom.ca</a>
Daniel Nicholes	NB,NS,PE,NL	(506) 459-0282	<a href="mailto:drnicholes@yahoo.com">drnicholes@yahoo.com</a>

### Local Club Contact

Don Best	Vancouver	(604) 939-5056	<a href="mailto:dlbest@telus.net">dlbest@telus.net</a>
Mark Willis	Calgary	(403) 668-0379	<a href="mailto:alfa.calgary@gmail.com">alfa.calgary@gmail.com</a>
Chesley Wells	Edmonton	(403) 963-9199	<a href="mailto:clwells@cruzinternet.com">clwells@cruzinternet.com</a>
Frank Scalisi	Toronto	(416) 723-1419	<a href="mailto:fsc1269@gmail.com">fsc1269@gmail.com</a>
Marc Faubert	Ottawa	(819) 775-0632	<a href="mailto:shiraz1965@gmail.com">shiraz1965@gmail.com</a>
Jean-Michel Reysset	Montréal	(514) 219-5358	<a href="mailto:jmreysset@hotmail.com">jmreysset@hotmail.com</a>

## Alfa Romeo Club of Edmonton

Date	Event
July 16-21	<a href="#">Cortile della Corsa 2019</a> , AROC Convention, Pittsburgh, Pennsylvania

## Calgary Alfa Marque Society

Date	Event
July 16-21	<a href="#">Cortile della Corsa 2019</a> , AROC Convention, Pittsburgh, Pennsylvania

## Toronto Chapter

Date	Event
April 11	AGM
May 2	Cruise Night, La Paloma
May 5	ICD Go-Kart Event, Downsview Park
May 20	Victoria Day Pancake Run, Cookstown
May 26	Tech Session & Swap Meet, Pinarello Motori
June 2	Rattlesnake Point Run, Milton
June 6	Cruise Night, La Paloma
June 16	Drive to <a href="#">VARAC Vintage Festival</a> , Mosport
July 4	Cruise Night, La Paloma
July 7 TBC	Drive & BBQ Event, Oakville
July 16-21	<a href="#">Cortile della Corsa 2019</a> , AROC Convention, Pittsburgh, Pennsylvania
July 21	J Bird's Spider in the Garden, Ancaster
July 26-28	Amici Raduno Estivo, Prince Edward County & Gananoque
August 1	Cruise Night, La Paloma
August 10	Niagara Drive & Wine Tour
September 5	Cruise Night, La Paloma
September 8	Fiat on the Forks
September 13-15	Bancroft Weekend Tour, Bancroft
October 3	Cruise Night, La Paloma
October 6	Fall Colours Drive, Creemore
November 23	Holiday Dinner, Woodbridge

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

### Club mail

Alfa Romeo Club of Canada  
P.O. Box 62, Station Q  
Toronto  
Ontario M4T 2L7  
Canada

### ARCC Update

Editor George Beston  
(905) 375-8736  
[gbeston@eagle.ca](mailto:gbeston@eagle.ca)

### ARCC On Line

Website <http://www.alfaclub.ca>  
Webmaster John Pickering  
[webmaster@alfaclub.ca](mailto:webmaster@alfaclub.ca)  
Facebook  
[Alfa-Romeo-Club-of-Canada-ARCC](https://www.facebook.com/Alfa-Romeo-Club-of-Canada-ARCC)