



# ARCC UPDATE

May 2019

## *President's Letter*

by Alex Csank, Vankleek Hill

Alfisti,

Floods. That's what's up. The water levels on the Ottawa River and other places have made a mess of the lives of many Canadians, mostly in Ontario, Quebec and New Brunswick this spring. The damage has been severe and the cleanup, repairs, insurance claims, etc. will be *very* costly. I sure hope that all of you folks and your Alfas made it through OK. I have been busy doing safety and security rescue boat patrols of the area around Rigaud, Québec with the Canadian Coast Guard Auxiliary. Most of the homes near the water there are ruined ... and that is sad. I'm not sure what the future will bring, but I sure hope that steps will be taken by the various levels of government and by those who own homes near the water, and anybody thinking of purchasing or building one there, to avoid recurrence of this catastrophe. Spring flooding is *not* going to go away on its own.

Here in "high-and-dry" Vankleek Hill, the *long* and *hard* winter is finally going away. Every day the trees, plants and grass are looking just a bit greener. Recently, I fired up my '91 Spider and drove her over to my friendly mechanic and fellow CARM club member Patrick's place so that he can install new springs and shocks, fix a few leaky fuel injector hoses, replace the motor mounts, and possibly the transmission mount too, change the fluids and filters, and give her a good once-over, before the season starts in earnest. As I bought the car just last summer, I want to get things right and freshened up so I know that I can rely on it.

As I sit here writing and listening to the rain tapping on the tin roof of my office in our century old home, I am reminded of the soggy spring day in May 1999, when I picked up my original and unrestored 1969 Spider 1300 Junior from its resting place in a residential Halifax neighbourhood. It was quite a sight! The faded

red/orange paint (Rosso Farina) looked more like mouse fur than enamel. The black vinyl seats and the dash were covered in several layers of dust and unidentified bird and mammal droppings. The age-cracked and worn tires were ancient 165SR-14 Pirellis, which were probably at least 25 years old and equipped with tubes! But, the owner, a friend and fellow naval officer had taken care of most of the basic mechanicals, and the car started, ran, steered and stopped reasonably well. Unfortunately, it also had a failing clutch, a leaky brake booster, and reduced compression from its well-used engine, with burned valves and an exhaust manifold leak, which went well with the leaky carburetor mounting gaskets, making proper tuning virtually impossible. This car was very original and unrestored. It was a true barn find, in that my friend was gifted the car by his father, who had too many toys in his barn, where the car had been sitting (but started regularly and driven about 100 km each year) for about 20 years.



*Photo by Alex Csank.*

From what I was told, the Spider had been purchased new as a Canadian delivery car, but picked up in Germany by a Canadian Air Force officer serving at a Canadian Air Base there (yes, we used to have bases in Germany), who then had the car shipped to Prince Edward Island upon his return to Canada when he was posted to Summerside PEI in 1971 or 1972. In North America, the Spider 1300 Junior was only available in Canada, because it did not meet the USA's newly enacted EPA rules. So, a Canadian

Spider 1300 Junior was a rare little beast, with the round tail models only available in 1968 and 1969. The car was given the Ziebart rust-proofing treatment when it arrived in Canada and was repainted in *rosso Farina* (red) from its original *avorio* (ivory) around 1975. My friend's dad bought it in the late '70s from the original owner, and he drove it sparsely and parked it in the barn each winter. Unfortunately, not much other than absolutely necessary repairs were done over those many years of storage.

So, climbing behind the wheel on that damp and misty day, I set off on an 80 km drive from the Halifax suburbs west towards my home in Mahone Bay. Not wanting to use the highway, I chose to take the twisty and hilly secondary roads, which would have been a blast had the car been in good shape, but it wasn't, so it was more of a scary and hairy ride instead. The wipers just barely worked. The clutch slipped on every hill, requiring plenty of revs to provide forward motion at anything more than a snail's pace. The tires actually provided reasonable traction, but I was worried about them not holding air and the likelihood of a blowout at just the wrong place in the road. The top leaked like a sieve, with water dripping constantly directly on my left thigh and shoulder. Looking through the rear-view mirror, I could just barely make out traffic astern through the yellow and very cloudy plastic window. Not having a passenger side mirror made it worse, because the round tail's top has a heck of a blind spot. But, after a long hour and a half on the road, the sky cleared just as I pulled proudly into town in my beautiful little Italian Spider! Parking her in my driveway and putting her undercover, I set to work the very next day on what would become a long but loving driving restoration. Body, paint, every mechanical bit you can imagine, steering, brakes, suspension and interior ... **all** were addressed over the next 5 years, as she became my very favourite driver. Here's hoping you have plenty of your own Alfa stories. If you can, please share them with us.

As always, please keep sending your feedback, your photos, your articles, ideas and opinions for the newsletter. George Beston is always looking for input for upcoming editions. Rev high!

Alex (514) 771-9513

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

## *Alfa Romeo Shines at Mille Miglia 2019*

from *Sports Car Digest* April 19, 2019

1928 was the year of Alfa Romeo's first win at the Mille Miglia, and the 2018 running of the endurance rally saw Alfa Romeo cars taking the top three places on Viale Venezia in Brescia.

Held 16-19 May over 1,000 miles of Italy's most beautiful regions, the 2018 Mille Miglia was won by the Alfa Romeo 6C 1750 GS Testa Fissa crewed by Juan Tonconogy and Barbara Ruffini. The Argentine crew, number 85, out-shined every other competitor with an active score of 74,108 points. It's the third overall victory in the car for the couple, after wins in 2013 and 2015.



*6C 1750 GS Testa Fissa. Photo from Sports Car Digest.*

In second place, just eight penalty points behind the victor, the 6C 1500 Super Sport dating from 1928 with coachwork by Stabilimenti Farina, an official car from the FCA Heritage collection, which is normally on display at the Museo Storico Alfa Romeo. The car carried the race number 30, also worn by its sister that won the first Alfa Romeo victory in the Mille Miglia with Giuseppe Campari and Giulio Ramponi in 1928. It was driven in the 2018 Mille Miglia by Giovanni Mocerì, with navigator Daniele Bonetti.



*6C 1500 SS. Photo from Sports Car Digest.*

Giovanni Mocerì is current holder of the Italian Grandi Eventi ACI Sport Champion title and already has victories in Italy's biggest historic regularity competitions to his name, from the Mille Miglia to the Targa Florio and the Coppa d'Oro delle Dolomiti.

The 1929 Alfa Romeo 6C 1750 SS Zagato driven by Andrea Vesco and Andrea Guerini finished third, completing the podium sweep for Alfa Romeo.

The Mille Miglia Storica featured 450 vintage cars from 73 different manufacturers, with 101 of the cars returning to Brescia, after having already taken part in one of the original editions between 1927 and 1957. The most represented automaker was Fiat with 49 cars, followed by Alfa Romeo with 48, Jaguar with 35 and Mercedes-Benz with 33 cars.

This 1954 Alfa Romeo 1900 SS was crewed by Guy Berryman of the U.K. and American Derek Hill.



1954 1900 SS. Photo from *Sports Car Digest*.

Additional Alfa Romeo cars entered by FCA Heritage finished in creditable positions, and all concluded the 36th historic re-evocation of the Mille Miglia by completing the traditional Brescia-Rome-Brescia course.

## ***Dead on the Road?***

by Russ Baer, Monkton MD

According to my wife Diane, old guys like me frequently talk about the past. Or to be specific – far too frequently. So what's wrong with that? Isn't the past where the good stories come from? And aren't most of the stories about cool things done then which ... **cannot** be possible now?

For most of my adult life, I've only driven Alfas. Or maybe I should say that somewhere north of half of my million-plus driving miles have been clocked behind the wheel of one; and I've had my share of the kind of excitement which follows an "Oh shit! What's that?" exclamation. And it's

probably safe to say that everyone reading this has had at least one interesting DOR experience.

DORs in one of these modern new-fangled computer-dominated machines are simple to deal with – just call road service and wait for the Jerr-Dan. Where's the fun in that? Where's the excitement and sense of accomplishment when with only a bit of roadside trash and some ingenuity you can be back on your way? Ok, a bit of luck is needed as well. You decide.

While cleaning some junk from the kitchen counter I almost swept a memory into the trash. It was a ratty looking twist tie – one of the old kind – the kind where a wire core is covered with thin paper instead of plastic. It really was trash (most of the paper was shredded), but somehow it looked familiar. And then I remembered (Jean Shepherd, you sly old dog!) I now know why I'm writing this. A synaptic cue from the **present** always caused **you** to remember your adventures from the **past!**) It was trash day sometime in the mid-eighties. Cold. I was headed to work in my trusty-rusty '67 Giulia Super, and had just dragged a large bag of trash to the side of the road for pickup, when his still-cold engine stopped. Re-start became a problem when the partially cracked ignition key became completely broken – half in my hand and half in the lock. But resources were near – the trash bag was held closed by a couple of twist ties. One would be enough for the bag, and one stripped of its paper was all I needed to hot-wire the ignition, engage the starter solenoid and head to work. Time lost? Less than ten minutes. Could I do that today? No. Even with the same car and the same failure? The answer is still "no" because now our fancy modern trash bags have handy, bright red tapes captured within heat-hemmed seams at the opening of the bag.

I didn't throw away the twist tie. I took it to the garage where I have a collection of DOR memorabilia and hung it next to a flexible oil gauge supply hose taken from Sunshine, my Giulietta Spider. That hose represents one of my finest moments in DOR roadside recovery; and is another example of a rescue if not impossible today, at least extremely unlikely. This time it was a sunny fall day – September 1966. My then wife Judy and I were travelling from home in Monkton, Maryland to Mantoloking on the New Jersey Shore where we would join some fraternity brothers, their wives or significant others for a weekend of ... let's just say a lot of fun usually involving massive amounts of beer and a visit from the police.

We were travelling through what still is a national treasure: the southern part of New Jersey known as the Pine Barrens. Piney they were, and also almost barren of humanity (the locals – natives – are actually called ‘Pineys’). So it was our bad luck that in the middle of nowhere, smoke, lots of smoke, started coming from Sunshine’s engine. DOR? Well, no. Most know what the failure was. 750 and 101 cars used a flexible fabric-reinforced Buna-N hose as the oil line between a port near the oil filter and the dash-mounted gauge plumbing. That hose was routed perilously close to the exhaust manifold. The Buna-N had ossified from the heat and had cracked. Oil was everywhere. Fortunately however, enough oil remained in the sump.

The end of the story is this: we were back on the road in about fifteen minutes during which time only a handful of cars drove by. The middle of the story is – Roadside Resource Rescue! Even given our remote location, and the low volume of road traffic, the fact that almost every one of the locals and through-travelers smoked cigarettes, saved us. Hey, I smoked. Judy smoked, most of my weekend friends smoked; and the inconsiderate American traveler tossing an empty pack onto the roadside was our salvation. I quickly collected about a dozen packs, stripped out the foil liners, wrapped, wrapped and re-wrapped the hose with the foil and with a large amount of dental floss, bound the hemorrhage. And away we went. While this kind of repair work would be practically impossible today when almost nobody smokes, the trip home to Monkton with a newly installed oil line acquired from an auto parts store and Alfa Romeo service shop – located a few miles from Mantoloking – would *never* happen.

Ah, tossing roadside trash – one of the myriad manifestations of careless, thoughtless US citizens – was also at one time the conscious behavior of individuals whom I’ll term professionals: Telephone Company wiremen.

Sometime in the summer of 1990, I and the young woman who twenty-three years later decided to marry me, were just getting to know one another. What better way is there than to take a long road trip in a small car? I’d like to think that what started out as a DOR almost immediately shone brightly as an example of the genius of her new friend – the cool guy driving the ’63 101 Giulia Sprint. Ok, there is that luck component again – the kind of good luck which prompted an amazed co-worker to once ask me “Do you believe in Divine Providence?”. “No, but I rely on it” was my reply. But was this roadside resource rescue the result of Divine Providence? I think not.

Once again, the scene is a two lane blacktop but this time in a remote and sparsely populated area of North Carolina. Clang! Bang! ... and the resonator section of the exhaust dropped dangling from its mount and dragging on the road. My first thought was to disconnect it completely but – believe it or not – I had no tools. I did see a gas station within walking distance but loaning tools is usually not part of the ‘service’ part of a service-station; but only about fifty feet away was a telephone pole and one which was in active use. I actually remember going down a short incline from the road to root around in the weeds and brambles surrounding the pole. Immediately, I found what I was looking for: several two-foot long pieces of heavy copper wire. Perfect for binding the broken sections of exhaust pipe securely enough to allow an improvised – copper wire – hanger (actually two of them) to keep everything aloft. I’m sure I impressed Diane on that day twenty-nine years ago, but to be certain, I asked her just now if she remembered the incident. She did and she allowed that, “Yes” she was impressed.

So why did I see the telephone pole as the oasis of our salvation? Few people not in the ‘industry’ knew what I had learned (certainly before this RRR had been done) from a phone company tech who was repairing the line to the dedicated pole on my property. He gave me the usable quantity of leftover wire and confessed that rather than comply with company policy and return all wire of lengths greater than eight feet, the techs would cut it into two-foot pieces and ... leave it by the pole. So now I’ll admit to some good luck. I was lucky to have been home when the line was being repaired by a technician who would explain why he gave me the leftover copper wire. So why couldn’t this happen today (at least around here)? Our telephone service *agency* has decreed that copper hard lines will no longer be maintained and that phone service will be (and in most cases ... has been) provided by fibre-optic lines. I use the word *agency* not the word *provider* to describe a company – Verizon – which has had so many complaints lodged against it with the Maryland Consumer Protection Agency that that organization has a separate ‘Verizon-Complaint’ department.

More later. Next time, I may recount some of the numerous tales of WOR (Wounded On the Road) and safe return home.

## ***Toronto Chapter News***

**by Frank Scalisi, Woodbridge**

On April 11th, 2019, The Alfa Romeo Club Toronto Chapter held its annual general meeting at Scuderia Ferrari Club Toronto in Woodbridge. The meeting was opened by Frank Scalisi, President of the Toronto Chapter. Frank gave thanks to the Scuderia Ferrari Club Toronto for hosting the AGM and to the members that made time to attend the meeting.

During the course of the meeting several items were addressed.

The 2018 financial report was presented by Eugenio Bortoluzzi, Treasurer. Eugenio outlined general operating expenses incurred throughout the year to maintain club activities as well membership fees and the payment process.

The club has decided to reinstate the local chapter membership fee of \$20.00. The fee will allow national members to participate at any of our local chapter events held throughout the year. Fourteen members paid their club membership dues at AGM.

The Board of Directors for 2019 were read out and acclaimed:

Board of Directors for 2019:

- Frank Scalisi – President
- Maurizio Tacchi – Vice President
- Eugenio Bortoluzzi – Treasurer
- Adam Di Carlo – Website Master
- George Beston – *ARCC Update* Editor
- Dave Munro – Librarian
- Ian White – Director at Large
- Gord Zimmerman – Director at Large
- John Pickering – Web Master & Member Registration – National

The calendar of events was reviewed and discussed. New for 2019, our cruise nights will now take place on the first Thursday of the month. Awards will be given out onsite for the best Alfa Romeo along with other Italian marques. Another new event added to the calendar is our upcoming swap meet, that will be held at Pinarello Motori, scheduled for Sunday, May 26th. Members have shown a strong interest to attend our annual events and have expressed that they will continue to participate.

The club also showcased two t-shirts that feature an artistic take on the Toronto chapter logo. The shirts were designed by Ian White, one of our very own club members, and can be purchased by contacting Maurizio Tacchi at [cyyz@bell.net](mailto:cyyz@bell.net). Cost

is only \$15.00 for local chapter members and \$20.00 for non-members.

Toronto Club T-shirts are available in the usual sizes. Lady's T-Shirts have a V neck.



I would like to thank all the members that support the club and take the time to come out to the events throughout the season. We have a great group of members that have a passion for these great cars.

I hope you can take the time to come out and enjoy one of the planned events and meet some of your fellow club members.

## 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
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
April 16	AGM
May 11	BBQ chez Marc and Liz
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
July 28	Capital Classic Car Show, Kanata
August 18	Picnic with the Lotuses
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:remerchant@shaw.ca">remerchant@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
May 14	Meeting and Pub Night
June 22	Solstice Rally
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 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
Sept 13-15	Bancroft Weekend Tour, Bancroft
October 3	Cruise Night, La Paloma
October 6	Fall Colours Drive, Creemore
November 23	Holiday Dinner, Woodbridge

Unofficial Cruise Nights are held every Thursday evening from May to October 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)