



# ARCC UPDATE

August 2019

## *President's Letter*

by Alex Csank, Vankleek Hill

As usual, July was filled with Alfa and other activities for Diane and me, as it was for many of you! Our local clubs **all** participated in a number of activities throughout the month, with events like Toronto's Italian Car Night at La Paloma and the 3rd Annual Spiders in the Garden – hosted by Jim and Beverly Bird of the Ontario Fiat Club on July 7<sup>th</sup>. South of Montréal, members of ARCO and CARM attended the Chambly Cultural Festival on the 7<sup>th</sup>, followed by the annual Fiat Breakout in Little Italy on the 14<sup>th</sup>. Some ARCC members also attended the annual Alfa Romeo Owners Club (AROC-USA) convention in Pittsburgh. And of course, several members participated in the annual *Raduno Estivo* weekend gathering held from July 26<sup>th</sup> through the 28<sup>th</sup> (more on that later). Here at our home, we also hosted a fairly large family reunion for my mother's side of the family on a **very** hot Saturday, the 20<sup>th</sup>. Suffice it to say that we were busy with all kinds of car, club and family activities throughout the month ... *time really does fly!*

### *Amici Raduno Estivo*



*Nice owner choice plate! Photo by Alex Csank.*

Our annual summer gathering for Italian Car club members from Montréal, Ottawa and Toronto clubs began with club drives from each location to our new hotel in Belleville.

This year, we had fewer participants than last year, but 45 intrepid folks, and their 22 cars joined us for what was a fun weekend, with plenty of sun, with just a little taste of rain overnight in the wee hours of Sunday morning. In attendance were members of the Toronto Alfa Club, CARM, the Italian Car Club of Ottawa (ICCO), the Ferrari Club of Ottawa, Club Fiat Montréal, the Ontario Fiat Club and Italian Car Day (ICD Woodbridge).



*Spiders across brands and eras. Photo by Alex Csank.*

Our itinerary this year included a Welcome Supper on Friday, a scenic Saturday morning drive through Prince Edward County with a visit to a large vineyard for a wine tasting and lunch, and then more driving along the shore of Lake Ontario which included a short ferry ride. Some folks took advantage of a walking tour of Fort Henry in Kingston, while others took some time to visit Kingston and Gananoque on Saturday afternoon. We finished Saturday with a relaxed supper gathering and some tire-kicking and socializing. On Sunday morning, we headed over to the 1000 Islands Tower, where we held our little Concorso, ending the weekend with an Awards Lunch catered by a local BBQ truck.

At the Awards Lunch, I handed out ribbons to Massimo Onorati for the Best Fiat – his beautiful blue 124 Spider, and to David McKeown for the Best Alfa – a gorgeous red 1973 Spider. The People's Choice Best-in-Show trophy went to Maurizio Tacchi for his *very* yellow 1974 Spider.

Other ribbons went to Chuck and Marsha Storry for their Alfa 4C, to François Hebert for his popular new Alfa Giulia, to George Beston for his

1969 Alfa Spider 1300 Junior, Sal D'Amato for his Fiat 500 Primo Edizione, and to Mark and Patricia Taylor for their absolutely stunning and very rare black Ferrari FF – scoring the High Technology Award. Finally, I awarded the ARCC Alfisti of the Year Award to CARM's President Jean-Michel Reysset and his wife, the lovely Lucie Boisseau, who have continued to give leadership, devotion and enthusiasm to the club despite a year filled with personal challenges. I then auctioned off a few items to raise a little money to assist the Canadian Angelman Syndrome Society (CASS).



*The Storry's 4C. Photo by Lucie Collins.*

Thank you to all the contributors who helped by donating items for our Goody Bags. We had some great items this year, with contributions from Des Sources Alfa Romeo, Club Fiat and CARM from Montréal area, ICCO and Pub Italia from Ottawa, and the Ontario Fiat Club from Toronto area. Thanks also to Mark and Patricia Taylor of the Ferrari Club of Ottawa and to Konrad and Heidi Linckh, the owners of the 1000 Islands Tower for all their help. Finally, a big thanks goes out to all participants and club leaders for helping to make the weekend a success.

While there were a few glitches and things which could have been a little better on the weekend, overall I believe that our participants had a great weekend at the *Raduno Estivo*. But for Diane and me, there were definitely a few unexpected challenges which – almost – messed up our whole weekend!

### ***An Almost Ruined Weekend***

Getting ready to get on the road, our 91 Spider received a good mechanical going-over, with the addition of new shocks and springs, new motor mounts and transmission mount, new belts, new fluids and filters, a thorough inspection of the brakes, steering, front end parts and the electrical system just a few weeks ago. But ... well, we didn't have the luck of the *Quadrifoglio* this time!

It was a beautiful Friday morning, as we loaded up all the stuff for the Goody Bags and the weekend's events, including our luggage, sunscreen, hats, etc. and got ready to meet the Montréal crew we had planned to lead on a nice

drive westward to Belleville. I pulled the Spider out of the driveway and parked on the street, while we went back inside and made sure we were ready to go. We got into the car just a few minutes later, and I went to fire her up ... nothing! The electrical power was fine, the electric antenna went up, the dash lights were all lit up ... unfortunately, the starter wasn't doing its thing. I normally carry a well-equipped set of basic tools, but had no room for the usual toolbox as the car was really full with all the *Raduno Estivo* stuff. So, off to collect from the garage, I grabbed a metal bar and a rubber mallet. I asked Diane to keep trying to start the car, while I banged away on the starter with the mallet on the metal bar. Sure enough, after a few bumps the starter motor cranked and we were back in business. I packed the mallet and bar of course, as these things *never* happen only once. "Oh well, I guess we need to get that starter rebuilt" I said as we pulled away.

Unfortunately, that wasn't going to be the *only* issue for this trip. As we arrived at the meeting place, I noted that there was a small coolant leak. I had just topped up the coolant before leaving, so I assumed that it was just a bit of overflow. We left as a group, and everything seemed fine because we were on the road at speed and the car was cooling well. That was soon to change though, as I would discover after our lunch stop in Kemptville. Shortly after getting back on the road, I noticed the temperature gauge climbing. So, pulling to the side of the road, I opened the hood, which by this point exhibited a bit of steam seeping out of the engine compartment. I then discovered that a small-diameter coolant hose had cracked, just at a hose-clamp connection. Noting the problem, and enlisting the help of the crew, we waited a few minutes for it to cool, and then I snipped off the broken end and re-attached the hose, tightening the clamp once again and adding some fresh coolant, which just happened to be carried by one of our group members (Thanks again Phil!). Thinking the problem was solved, off we ventured back on the road towards Belleville. Staying on a moving road, the coolant temperature remained good, and all was well until we arrived at the hotel. I thought everything was fine ... but I was wrong.

The next morning, we headed off for our drive through Prince Edward County, and the temperature gauge was normal, as we were driving at a steady speed on country roads. But later, as we slowed for traffic approaching Kingston, the coolant temperature began to climb again, and it forced us to stop in downtown Kingston to let the car cool. It was at this point

that I noticed that the cooling fans were not running ... Ah-hah! There's the problem! But, we missed our tour of Fort Henry as a result. Diane bought several bottles of water from a Subway restaurant, and after allowing the reservoir to cool a bit, I added the water bottles and we proceeded out of town towards Gananoque. We arrived just in time for me to go to the Canadian Tire to purchase some coolant before they closed and we pulled into the hotel parking lot and shut the hot car down. By this point, I knew that my electric cooling fans were not functioning at all.

The next morning bright and early, Chuck Storry from the Ottawa area (who had brought his 4C for the weekend), with the help of some wiring and tape and tools from David McKeown and I rigged a temporary fix by taping the electrics to wire up one of the two fans to work in an "always on" condition, where I could twist two ground wires together just before getting underway, and shut the fan off by disconnecting the wire by hand when the car was stopped. This allowed us to get to the Concorso and lunch stop, and to get back on the road safely towards home. Of course, as luck would have it, after we made our one coffee and leg-stretch stop on the way home, the starter decided not to play again, and required some more banging to get it to work.

Anyway, we eventually made it home safely, and without further issues. But now I must get the starter rebuilt and diagnose and properly fix the cooling system issue. I think that I will do what I did with my GTV6 and add a manual override switch inside the car, so that I can switch the electric fan on if the temperature ever climbs higher than it should again. Alfa Romeo temperature switches are not known to be very robust, and neither are the items which can be damaged by running at high temperatures (head-gaskets for example). In the end, if it wasn't for some help from our club members and friends, Diane and I could have been stranded, and left to the services of CAA or Hagerty for a tow. It's really great to have so many wonderful folks around who are quick to assist and come with great knowledge and their own tools and boxes of parts!

### ***Upcoming Club Activities***

August and September are also great months filled with Alfa events! Please take advantage of the activities in your area, and maybe create some events of your own. ARCO and CARM will be meeting up in Embrun, Ontario at the home of one of members with a collection of cars, most of which are Lotus (Lotae? Lotuses? Lotus'? I'm not sure about the pluralization) on August 18<sup>th</sup>. We'll

be meeting up and having a picnic lunch on the property and checking out all the cars before returning home in different directions. ARCC Toronto is having an Italian Cars and Coffee cruise night and their 5<sup>th</sup> Annual Niagara Drive & Wine Tour this month as well. And please note that on September 29<sup>th</sup>, there will once again be a gathering of all types of Italian cars and motorcycles and even a few other European machines at the beautiful Chateau Montebello, just a little bit east of Ottawa on the Québec side of the Ottawa River.

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!

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## ***Cortile Della Corsa***

**by George Beston, Cobourg**

### ***2019 AROC Annual Convention***

For many years now I have been keen to attend the AROC annual convention provided it is within a comfortable driving distance. This year's location of Pittsburgh easily met that criterion.

I registered too late to get in on the pre-convention tours, so Alma and I decided to avoid a frantic trip back and forth by going a few days early and coming back the day after the convention ended. As our plan developed we booked our first night away in Ellicottville, NY, the second and third nights in rural Pennsylvania at the Historic Summit Inn in Farmington, PA, about an hour and a half south and east of Pittsburgh so we could visit two places, Falling Water, a weekend retreat designed Frank Lloyd Wright for wealthy Pittsburgh clients, and the crash sight of Flight 93 about an hour further east.

At Falling Water, we were welcomed with open arms because the convention pre-tour had booked for the same morning and they were expecting Alfa Romeos! We parked with the group, but made our own arrangements for the tour. We also enjoyed meeting up with the pre-tour participants as we waited for our tours of the site to begin.

Driving in this corner of Pennsylvania is pretty interesting for a visitor. The roads and minor highways follow some very hilly terrain, so our Alfetta got a strenuous workout for a number of days. As I strived to obey speed limits, I often



found myself pulling over to let local drivers get on with their day!

On Wednesday, the first event of the convention involved taking part in one of a series of parades related to the concurrent Pittsburgh Vintage Grand Prix weekend. We were marshalled in a large parking lot along with many other marques, and the Alfa parade was lead by police officers on motorcycles to Point Park where we were allowed to park for the rest of the day.



*Alfas staged for the parade at Station Square. Photo by George Beston.*

A number of us went on a hop-on bus tour of downtown Pittsburgh which was interesting and informative. Furthermore, we would have become lost many times over if we were trying to do such a tour on our own.

Thursday brought the track day. Both time trials and the autocross were conducted at Pittsburgh International Race Complex to the north and west of the convention hotel. It was a well organized event but I'll let Toronto Chapter's own Adam Di Carlo report on the day.

Needless to say, everyone at the convention who heard of Adam's misfortune was sympathetic and supportive, not to mention relieved that no one got hurt. We were also heartened to witness Adam's positive outlook, and his excellent results on the Gimmick Rally, adding another trophy for his collection.

Friday's gimmick rally was well planned and organized, taking us on a three-hour tour of some of the farms, forests and State Parks in the area north of our convention hotel. The questions were mostly straightforward, but, of course there were enough difficult ones to make it a challenge and find out who was most observant. I thought Alma and I did pretty well, but apparently we weren't in the top three!

The concours was held on Saturday at the Bob O'Connor Golf course at Schenley Park. It happened at the same time as a very large car

show organized in association with the Vintage Grand Prix. Overall, there was a good Alfa turnout with classes well laid out near the Club House. The organizers provided lunch there, so we had some respite from the sweltering weather.

As always, there were a few outstanding Alfas present, including the 3000CM poster car for the convention, a gorgeous 6C2500 and probably one of the best GTV based road cars on the planet.



*Ex-Fangio 3000CM. Photo by George Beston.*

The 6C3000 CM is none other than the ex-Fangio race car that was rebodied with futuristic Boano bodywork and given to Argentine dictator Juan Peron. It was later obtained by the well known collector Henry Wessels who managed to destroy the Boano bodywork at the Pittsburgh Vintage Grand Prix many years ago. It has since been restored with a body that replicates its original Colli coach work. I was told that this was its first appearance in Pittsburgh since being wrecked in its previous life.



*6C2500. Photo by George Beston.*

The 6C2500 was a beautifully restored example. Reportedly made in 1950, it now sports beautiful black bodywork combined with a green leather interior. All of the details of this car were simply stunning.

This 6C2500 just does not have a bad or awkward viewing angle.



6C2500. Photos by George Beston.



The GTV I referred to belongs to Ralph Gilles, the Head of Design at Fiat Chrysler Automobiles. Ralph is an extremely talented individual and fortunately for all of us, he is also a life long Alfa enthusiast.



Ralph Gilles' GTV. Photo by George Beston.

Here is a transcript of Ralph's information sheet that appeared on the dashboard of his car during the concours:

*This vehicle, "SERGIO", (aka Project GTVR) is respectfully named after FCA CEO Sergio Marchionne who passed away in July 2018. It is a complete rotisserie restoration performed by Bradco Restorations in Warren, Michigan. What started as a 1974 GTV is heavily reimagined with*

*several of the owner's favourite elements from Alfa Romeos of the 1960's. Sergio was inspired by Alfaholics' GTA-R; In fact, practically the entire Alfaholics catalogue hides beneath the 1900lb body enabled by its carbon fiber hood, doors and boot lid.*

*The GTV is a car I have always loved – and now love even more – as the contemporary details actually amplify the analog experience, making it incredibly engaging to drive.*

#### **Highlights:**

*Powered by a 2100cc bored and stroked Nord-based Twin Spark conversion*

*High performance camshafts, lightweight 10.7:1 compression pistons, Carillo rods and a bespoke billet steel crankshaft.*

*Lightened flywheel and HELIX racing clutch driving a lightweight gear set.*

*3D AEM engine management system.*

*45mm individual throttle bodies, sequential fuel injection and 8 coil packs.*

*Makes 220hp with full wideband O<sub>2</sub> sensor with a high flow GESI catalyst integrated into the Alfaholics stainless steel exhaust system.*

*Full coil over double adjustable suspension with 6 piston front calipers with light weight 2 piece rotors*

*Titanium upper arms, caster link and light weight Alfaholics front spring conversion and trailing arms.*

*Custom made 15x7" wheels inspired by the famous Tipo 33 Stradale, made by NTM Wheels in Italy and held on by titanium lugs and nuts.*

*Custom designed and fabricated aluminum badging by Mantua Designs.*

*Carbon fiber 1969 themed dash & console covered in Alcantara suede with Speed Hut speedo and gauges pressed into a Zegna leather weave dash card.*

*Door cards and seats are wrapped in premium leather.*

*Alfaholics aluminum hanging pedals, Momo steering wheel and bolt-in roll cage.*

*Custom made wiring harness (made in owner's dining room!). All Weather-Pak connectors. LED lighting.*

*Hidden 300W audio system, air conditioning and electric power steering.*



Needless to say, everyone looking this car over was pretty much blown away. This was not the only heavily modified Alfa present. We also got to enjoy a GTAm tribute car powered by a supercharged Busso V6 that was trailered in from New York State and Doug Paraschuk was there with his familiar twin turbo V6 Spider.



*GTAm tribute. Photo by George Beston.*

There was no shortage of newer and older unmodified Alfas in the Concours as well with rows of Spiders, coupes and berlinas.

It's worth noting that there was also a massive car show in adjacent sections of the park. Mustang and Shelby vehicles were the featured marques in that show, and there was also a strong contingent of British car groups present.

Racing at Schenly Park is a throwback to the old days, with racing on streets lined with curbs, and hay or straw bales dutifully placed between the racing surface and trees, telephone poles and other unforgiving objects around the course. We watched some of the practice on Saturday afternoon and an Alfas-only race on Sunday. Those days were extremely hot and humid, but on Sunday we had shuttle service by golf cart to corner 9 where the organizers provided Alfisti with a private and shaded viewing area and lunch, making conditions more pleasant.

Awards were presented at the convention banquet on Saturday night. As mentioned previously, Adam and Alison Di Carlo hauled in a second place trophy for the rally, and surprisingly your humble servant got a Concorso trophy, second in class for our now-unique Alfetta Berlina!

We finally headed home the Monday after the convention, through some rain that moderated the heat somewhat. We were very pleased with our visit to the U.S. since we were warmly welcomed wherever we went. I think there must be something about an driving in a nice older car that arouses sympathy and kindness in people. We are grateful to the organizers, knowing how much work it is to put on one of these conventions. As ARCC members we can be proud

that *Alfa Canadese* and *ALFA expo17* golf and T-shirts were very much in evidence throughout this convention.

## *Time trials wipe-out*

by Adam Di Carlo, Toronto

It happened! I made a mistake and got two wheels off the Pitt raceway, spun and slid into the Armco damaging the right rear corner and right side of my GTV at the AROC convention.

I was OK and I got the car back on the road the same day of the crash, but I want to focus on the positives that came out of the incident – the assistance from the Alfa Romeo community!



*Photo by Adam Di Carlo.*

I had bent both right wheels when they hit the Armco supports – I put my spare tire on the rear and Jay Maveety loaned me the 15-inch spare from his lovely Giulietta Sprint to make the car drivable. Offers to loan other spare tires came from Doug Paraschuk and Jose Joga. George Beston helped me in the pits to sight the front and rear right wheels and make sure nothing was wobbling.

I was out of the competition – both TT and Auto cross, but the car was mobile. I began asking around about a 14-inch steel wheel I could acquire so that I could use the car for the rest of the convention and eventually drive it home. For a brief moment I thought that if I could get a wheel quickly I could return to the competition! Ray Boniface offered to look for a wheel at home – and eventually found one. At lunch I sat with Bernie Martin who was one of the main organizers of the Cortile. He immediately called Don Wannagat, a local racer and shop owner to see if he had a wheel. Don called me back in ten minutes saying that he had one. I packed up, left the track and drove the car to Don's place an hour away. Despite the damage to the car and the bigger wheel up front it ran great and drove OK.

Don's shop is totally old school, like going back in time 30 or 40 years – old Alfas everywhere along with other lesser marques and not a computer in sight. The wheel Don had was rusty and off a 1972 GTV – it had a snow tire mounted that still held air! I can only imagine what it would have been like driving a GTV in the hilly Pittsburgh area when the snow began to fly – momentum driving would have been de rigueur!

After my quick visit with Don, I returned to Cranberry township where I found a Goodyear tire shop – Brendan the manager was very helpful and removed the snow tire and one of my good tires to put it on the rusty wheel. Neither Don nor Brendan would take payment for their assistance – both of them were really helpful and I was happier having made their acquaintance. Later in the week I watched Don race his number 74 GTV to the best finish of all the Alfas in the historic Grand Prix – his car has a lot of aluminum panels and detachable doors that he made himself – it's pretty impressive!

After running around to get the wheel sorted, I had some down time and that's when it really hit me what I had done to my poor car! I was grateful that it was drivable and that it was looking very good that we could participate in the rest of the convention – but the car looked sad and I was not happy about taking myself out of the competition at the TT and the autocross! I had to use a pry bar and a hammer to pull/bang the fender out so that it would not rub on the tire when I had a passenger on board.

We did participate in the gimmick rally on Friday – the car still ran great and drove OK – no pulling or crabbing to one side or the other. We even won second place in the rally thanks to Alison's great navigation skills!

Days after the incident I received support and kind words from many people. Bill Roach was the main lead for the time trials. He reached out to me on numerous occasions to see how I was doing and whether the car made it home OK – a great individual who really cares about everything and everyone who attended the event! Frank Scalisi called me to see how I was doing. Oliver Collins and Ken Lee responded right away when I asked about work they had done on their cars. We have a very supportive community that I feel very good to be part of!

I imagine it's going to be a long process to get the car into presentable shape but it looks like all of the panels needed are available and while my plan before the incident was to leave the body as is (was), I will now address some of the other

issues like the terrible paint, rocker panel and chassis leg that I crushed at Shannonville more than 20 year ago, some rust in the front valence and the too large cut out reverse light delete for the exhaust tips in the rear valence. Paolo Ricci made an honest assessment of the car when I showed it to him at his body shop. Perhaps I am heading towards a certificato d'oro car? And those Alfaholics wheels sure do look tasty! I prefer to see the whole incident as an opportunity to improve a car I have enjoyed for over 24 years! And, as one of the nicest driving cars I have, you can bet you will see it back on the road at Alfa club events!

## ***Toronto August Cruise Night***

**by George Beston, Cobourg**

This was fine evening of cars and conversation with good attendance and participation.



*Bill Moffet was awarded the monthly "best Alfa" trophy for his outstanding Giulietta Sprint. Photo by Maurizio Tacchi.*

Earlier in the evening, Bill had the hood open to show off this well detailed and very original engine compartment. My experience says this is no accident!



*Congratulations to Bill for having the good taste to buy this car brand new, and the perseverance to keep it in such great shape. Photo by George Beston.*

## 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

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### 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 7	J Bird's Spider in the Garden, Ancaster
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 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.

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