



# ARCC UPDATE

December 2019

## ***President's Letter***

by Alex Csank, Vankleek Hill

Alfisti,

Winter. Yup, it's here. And, as all Canadians know, it won't go away for quite a while. So, it is best to just face up to all the challenging cold, snowy, icy and slippery conditions which we always see at this time of year. Some of you manage to get away to a warmer location for some of it, while the rest of us learn how to live in it ... and maybe even enjoy it. It's once again the season for skiing, skating, tobogganing, snowshoeing, snowboarding, snowmobiling, building snowmen and other snow and ice sculptures ... and, of course – throwing snowballs!

And, as it is December, it's also time for the lights, the music, the many get-togethers with friends, family and others, and the ch-ching from the Jingle Bells as the cash registers ring up the numbers on your January credit card statements. Here at our house in Vankleek Hill, "The Gingerbread Capital of Ontario", we're looking forward to all the decorating and lights and enjoying some fun get-togethers and meals with family and friends.

### ***Getting into the Holiday Spirit***

Here is my contribution to the seasonal merriment. I have titled it *Raspy Sound, Curves Abound!* and it's sung to the tune of *Jingle Bells*.

*Ohhhh...*

*Raspy sound, curves abound  
down the road we go!*

*Oh what fun it is to ride in an Alfa Romeee - Oh!*

*Dashing down the lane,  
Hands firmly on the wheel,  
Round the curves we strain,  
Just hear those tires squeal!*

*Let the revs ring out,  
Changing gears just right!  
Make that exhaust tone sing out  
an Alfa song tonight!*

*Ohhhh...*

*Raspy sound, curves abound  
down the road we go!*

*Oh what fun it is to ride in an Alfa Romeee – Oh!*

### ***Holiday Message***

This time of year can be filled with fun, but it is also a very difficult time of year for some, both here in Canada and elsewhere. If you need help, please reach out, and if you can offer help to those in need, please contribute where and when you can.

Diane and I wish each of you all our very best for a healthy, happy and hopeful Holiday Season and a terrific year ahead!

Remember that George Beston needs your input for upcoming ARCC Updates. Please send something!

Rev high!

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## ***AMICI Annual Meeting***

by Diane Taylor and Alex Csank, Vankleek Hill

On Saturday the 9<sup>th</sup> of November, the AMICI association (*Associazione Motori Italiani Canada Insieme*), comprised of most of the Italian Car clubs from the Montréal, Ottawa and Toronto areas met for the annual meeting to recap events from 2019 and to discuss and coordinate calendars for 2020. These annual meetings are held in Kingston, as it is a convenient location to have a meeting with representatives from each of the three major metropolitan areas in the region. Twenty-three representatives from Montréal, Ottawa and Toronto area Italian car clubs attended.

### ***AMICI 2020 Calendar***

**Italian Car Parade**, 20 June, Little Italy (Preston Street), Ottawa

**FIAT Breakout**, 5 July, Little Italy (Dante Street), Montréal

**Italian Car Day**, 9 August, Boyd Conservation Area, Woodbridge

**Raduno Estivo**, 21-23 August, start near Montréal, through Ottawa, to finish near Toronto

**AMICI Raduno**, 20 September, location TBA

## ***ARCC Executive Meeting***

by Diane Taylor and Alex Csank, Vankleek Hill

Following a short break at the conclusion of the AMICI AGM, the Alfa Romeo Club of Canada (ARCC) executives met for a planning meeting to report on local chapter and national club activities from the 2019 season, to coordinate club calendars for 2020, and to discuss club business. Other members joined via telephone.

### ***Participants***

Eleven representatives from ARCC attended. We also had one non-member from Fiat-Alfa Romeo Québec as a guest. In attendance were:

#### **Alfa Romeo Club of Ottawa (ARCO)**

- Marc Faubert (via telephone) - President
- Rob Toller (via telephone) - Treasurer

#### **Club Alfa Romeo de Montréal (CARM)**

- Jean Michel Reysset – President
- Patrick Secco – Treasurer
- Germain Cornet

#### **Alfa Romeo Club of Canada Toronto**

- Frank Scalisi – President
- Maurizio Tacchi – Vice President

#### **ARCC (National Club Representatives)**

- Alex Sandor Csank, President
- George Beston, Treasurer
- Diane Taylor
- Dan Nicholes (via telephone), Atlantic Provinces Regional Contact

#### **Other**

- Stephen Monty, ARCC member at large
- Henry Nachaj (Fiat-Alfa Romeo Québec)

### ***Financial Report***

George Beston presented the financial report. ARCC income was \$4,459.63 and expenditures totaled \$4,245.63. Expected additional expenses of approximately \$750 for the remainder of 2019, with some additional income from membership renewals and new memberships. ARCC balance remains in good shape, but income is not rising. Our printing and other costs are free, with the generous assistance of John Pickering, but that cannot continue indefinitely. The healthy balance provides a cushion to cover anticipated costs for 2020. Alex stated that he would like to see the local clubs continue to manage their own budgets and make their own financial decisions and encouraged all clubs to donate surplus funds to local charities. Restrictions regarding activities of car clubs are getting tighter, because of club-related legal liabilities. All clubs need to think about responding proactively to increased liability issues, likely to result in insurance requirements for auto hobby clubs in the near future. All agreed to discuss this issue within their executive committees. Alex suggested that the insurance issue and financial management laws point towards the advantages of national club incorporation.

### ***Club Reports***

#### **ARCO (Marc Faubert – by telephone)**

Marc reported on 2019 activities. Club events for 2019 included driving events, meal gatherings, drives and a meet-up with CARM at an ARCO member's home and car collection, and some local 'Show and Shines' to promote the brand. The 2020 calendar will include much of the same types of events, and Marc made the point that he is organizing events which display the club's vehicles in shows which have many other types of cars. He encourages all clubs to communicate calendars and activities.

#### **CARM (Jean-Michel Reysset)**

2019 was another active year for CARM, averaging more than one major activity per month. Most events enjoyed large attendance with the largest being the Autumn Leaves Drive

in mid-October. The calendar for 2020 should be similar, with the anticipated addition of a multi-day drive to the Charlevoix region during the summer.

#### **ARCC Toronto (Frank Scalisi)**

The Toronto club had a really good year of partnership with the Ontario Fiat Club. There was a 25-30 car average at most events and the club introduced a new and successful 'swap-meet' event. There was a Bancroft Driving Weekend event which saw about a dozen cars as well. For 2020, the club would like to get to Ottawa for a weekend Alfa Romeo only event and will coordinate with Marc Faubert. The 2020 calendar will be produced once it is coordinated with the Ontario Fiat Club for deconfliction.

#### **Others**

There was no input received from Calgary or Edmonton. Dan Nicholes will try to communicate with other Alfa owners in the Atlantic provinces.

#### ***Membership and Renewal Process***

A discussion regarding online memberships and renewals, including renewal dates, etc. indicated some dissatisfaction with the current system. The website membership process will be reviewed over the coming months. Chapters should agree on methods to process dues collection and distribution, including dates and systems of payments. The umbrella of one national organization for all members will enable ARCC to provide national insurance, etc.

#### ***ARCC Update / Website / Social Media***

George Beston continues to do a great job with the monthly *ARCC Update*. Calendar items must be added for the 2020 year. More input from CARM, ARCO, ARCC Toronto and ARCC members is sought

ARCO needs a volunteer to help with website updates and Facebook.

Alex noted the need to find and encourage new volunteers to assist with the newsletter, membership development and management and local chapter and national leadership and other roles.

The ARCC Facebook Page, CARM Facebook Page and the Alfa Romeo Club Toronto Group on Facebook are quite popular, with over 1250 fans of the CARM page and over 1400 fans of ARCC's page. New material is added regularly and there is a list of parts suppliers and repair shops, as well as other club information (on the CARM and

ARCC pages), plus an updated event calendar (on the CARM page).

#### ***Organizational Issues***

**By-Laws:** Alex is putting together some basic proposed by-laws which will be sent out for review by the ARCC executive sometime in early 2020.

**Organization:** Alex noted that the current structure of ARCC and its chapters seems to function well as is and does not require change. All agreed.

**Elections:** Alex encouraged all clubs to work towards holding elections for leadership positions in each club, including ARCC National.

**New Chapters, Old Chapters:** Alex noted that it is not difficult to create a new chapter. If there is enough interest, chapters can be easily supported by ARCC. Examples of possible new chapters include Québec City and Winnipeg, where there is some interest.

**Liability Insurance:** Rob commented that the insurance issue is "The Elephant in the Room". Small chapters cannot afford to provide the insurance which clubs will soon require. Alex stated that investigating the insurance issue will be a priority for 2020, with further discussion to follow.

#### ***New Business***

Alfa Romeo sales in North America are not as good as desired and Alfa Romeo Canada is not supporting the dealers very well.

CARM receives great support from Des Sources Alfa Romeo (dealership), but not from other dealers.

ARCO has a relationship with the Ottawa dealership.

Frank Scalisi will look into developing a better relationship with the Toronto area dealers.

Marc Faubert suggested that the national club should help members with issues with new Alfa vehicles, if not resolved by dealerships. Alex stated that he has done some of that, but that it requires the owner to proceed through the normal channels first and to provide ARCC with all relevant documentation. Alex stressed that ARCC works for its members and NOT for Alfa Romeo.



## Toronto Holiday Dinner

by George Beston, Cobourg

On November 16<sup>th</sup> the Alfa Romeo Club of Toronto held its annual Christmas party at Al Fogolar Restaurant and Events Centre in Woodbridge. We all thoroughly enjoyed a four course Italian dinner and much animated conversation.

Dessert was a beautiful cake custom made by Pat Lamundi's sister. It almost seemed a shame to cut into it!



Custom cake. Photo by Maurizio Tacchi.

## Track Day at Area 27

by Dean Sinnott, Calgary

Ever since the Alfa/NWARC track day with Turn2 Lapping Services at Shelton in 2013, I have been following Turn2 activities through their newsletter. When a track day at Area 27 Motorsports Park in Oliver, B.C. was announced, I was interested.

Area 27 is a private, members-only purpose built race facility located in the South Okanagan. The design was greatly influenced by Jacques Villeneuve's input and I believe he is a shareholder in the enterprise. The number 27 was included in the name as a tribute to the late Gilles Villeneuve.

Jacques writes: "The goal is to design a track I would be proud of getting pole position on, where fans would also enjoy watching an exciting race."

As a Canadian *Alfista* I was keen to take advantage of the opportunity to drive a new track. Information and YouTube video about Area 27 is available online and is very interesting reading. The web site is at [www.area27.ca](http://www.area27.ca).

Area 27 opened just a few years ago and the Turn2 Group is the first outside group to have access to the track.



Image from the Area 27 web site.

I spent most of the month or two prior to the event getting my 1750 GTV ready for a road trip and track day.

Brakes were inspected and both brake and clutch fluid were refreshed. Valve clearances were checked and adjusted. The rad and cooling system were flushed and refilled. A new set of CN36's was readied for a test drive, and numerous shake down cruises were performed.

Lynne, having recently acquired a Porsche 968, was keen for a drive. We travelled from Calgary to Oliver, BC, via Hwy #3 which is a two-lane road across Canada's southern Rockies. We took two days each way, to ease the length of the daily drive. Distance is about 550 miles each way.

Thursday evening in Oliver, dinner was hosted by Tom Pritchett of Turn2 at a local restaurant where we had the chance to meet a number of the participants and get some information for the next day's event. Lynne's plan for the next day involved exploring the wineries of the area.



Author and GTV at Area 27. Photo by Lynne Sinnott

Friday morning saw me at the track, getting the GTV ready to run. I had the honour of driving the oldest and most vintage car on the track. Most of the cars were far faster and had much more power than a 1970 1750 GTV. Tom Nuxoll of Seattle was there helping a friend with a fast BMW. He was pleased to see me dressed in my "Squadra GTV" T-shirt, a must for my track days. The facilities at the track are very good with a central building housing restrooms, meeting rooms and a restaurant.



*Leading the pack! Photo by Kirk Myhre.*

Area 27 is a technical track, fun and challenging to drive with lots of sweeping turns like Turn 2 at PIR in Seattle. There are elevation changes, large and small, even a "corkscrew" turn. Being in the novice group and in a car with limited horse power, I concentrated on trying to get the line right and enjoying the experience. I made sure that the faster Porsches and BMW's had ample chances to pass on the straights. The day was half wet from a few showers which made the track wet for a while and then it gradually dried out. The damp track probably made everyone a bit cautious which was a good thing. There was only one minor off-track event. A few people went out of their way to give me pointers on how to get the corners right.



*Getting the corner correct. Photo by Kirk Myhre.*

The only mechanical issue I encountered was my muffler which had deteriorated and become a rattle trap. That made driving through small towns a noisy event. Fortunately, given the abundance of noisy pickup trucks on the road, I

wasn't out of place! Tom Nuxoll gave me a hand to diagnose the issue in the paddock.

We plan another trip or two during the less busy months. I have heard that the Turn2 group is planning to do this again next year over two days so I will keep in touch with them and plan a trip from Oliver north to the Okanagan Valley!

The Okanagan is a pretty area with great vacation and Alfa touring potential and lots of wine tasting opportunities. Your significant other may not want to spend another weekend at a race track but might be tempted by the wines!

We need more vintage Alfas on the track. Please make an effort to join me at this event next year if you can!

## ***Hagerty GTV-6 Article***

by Andrew Newton, from [hagerty.com](http://hagerty.com)

1981–87 Alfa Romeo GTV-6 prices are up, but the Italian swagger is as cool as ever!



*Image from hagerty.com article.*

Want a rear-wheel drive Italian coupe with sharp lines, an overhead-cam V-6 that sounds like heaven, a five-speed transaxle with inboard brakes, and a leather interior? It sounds like the kind of car that should have five zeroes in the price tag – six, even. One little car, however, can get you all that for somewhere in the mid-teens: the Alfa Romeo GTV-6.

The last exciting Alfa coupe in this country until we got the 4C a few years ago, the GTV-6 has its quirks and its issues like any flavorful Italian car does, and finding a good one isn't easy, but it's lovely to drive. Even though it has gotten pricier over the past couple of years, it still offers tons of cool per dollar.

The basic platform of the GTV-6 goes back to 1974, when Alfa debuted the four-cylinder Alfetta GT. Designed by Giorgetto Giugiaro at Italdesign, the four-seater fastback coupe got various twin-cam fours and quickly gained a reputation for



lively handling thanks to its double wishbones and torsion bars up front, plus a De Dion tube, five-speed transaxle, and inboard disc brakes at the rear. Reasonably comfortable room for four and ample luggage space only added to the appeal. Then, in late 1980, Alfa made things more interesting by squeezing in a 2.5-liter, SOHC V-6 borrowed from the Alfa 6, a luxury sedan America never got. That V-6 was certainly adequate for a 3300-pound four-door, but in a 2700-pound coupe, it made for bristling performance. The engine also did away with Dellorto carbs in favor of fuel injection in the GTV-6. And to the delight of many a '70s Alfa owner, it wasn't a SPICA system but Bosch L-Jetronic.

In U.S. trim, the aluminum head and block 60-degree V-6 makes 154 horsepower and 157 pound-feet of torque. And to clear the top of the intake, the hood on a GTV-6 has an angular bulge topped by a piece of plastic to distinguish it from four-cylinder versions. If the bulge in the hood doesn't make you notice the car, the sound of the engine underneath will. At full song, it makes amazing sounds, the "great Italian ripping-raw-fabric sounds," as Road & Track put it in a 1985 test.

Alfa Romeo advertised the GTV-6 as "the car you can test drive for the rest of your life," and it wasted no time in getting Alfa some much-needed street cred. It won the British Touring Car Championship in 1983, and a Group A GTV-6 won its class four times in a row (1982–86) at the Tour de Corse (Corsica) round of the World Rally Championship. The GTV-6 also won the European Touring Car Championship four times in a row from 1982–85, and a special 3.0-liter version took on the BMW 535i in circuit racing in

South Africa. The GTV-6 even made it big in the movies, as Roger Moore leads German police on a brief but exciting car chase after stealing a woman's grey GTV-6 in 1983's *Octopussy*.

In the U.S. market, customers were treated to two special limited editions of the GTV-6, both of them cosmetic. First was the Balocco edition, named after Alfa Romeo's test track. The run of 350 examples added a leather-wrapped steering wheel, red piping on black leather seats, Balocco badges, and a special plaque on the glove box. All were painted red with a black body stripe. The Maratona edition is slightly rarer with only 150 produced; these cars feature a body kit, Speedline wheels, wood-rim steering wheel, and wooden shift knob. All were finished in silver over black leather.

The ultimate version of the car came from an unlikely source — Reeves Callaway. Before he became a household name in the Corvette community for turbocharging America's sports car, he worked with Alfa Romeo's U.S. importer and developed a twin-turbo version of the GTV-6. Called the Callaway C3, the car features improved suspension and brakes along with two IHI turbochargers, two air-to-air intercoolers, and a solid-state fuel injection control system. The result was 230 hp, a 50-percent increase over stock, and 245 lb-ft of torque, enough to "keep even the most skilled driving-with-a-capital-D enthusiast entertained for as long as his license lasts," according to Road & Track. The twin-turbo GTV-6 started at about \$27,000 (about 65 grand in 2019 dollars), which was way more than the standard car, and only about three dozen were built.

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