



# ARCC UPDATE

July 2020

## *President's Letter*

by Alex Csank, Vankleek Hill

### *Personal Ramblings*

Well, the heat is here and even if it isn't a very normal summer, the plants and the temperatures are acting as if it is exactly that. Here, in eastern Ontario, we are experiencing a dry spell, and there are some watering and fire restrictions and the lawns are quite dry and yellow. Although we prefer to have our windows open and enjoy the fresh air, when the temperatures and humidity in the air make sleeping uncomfortable, we are glad that we can shut the windows and turn on the central A/C. It looks like this coming week will be one of those few times when the air-conditioned indoor climate is welcome.

Although there have been a few Alfa club gatherings (in the Montréal and Toronto areas for example), Diane and I have not yet attended. For us, with our *Boomer* status putting us into the more vulnerable age group for Covid-19 complications, we are doing our best to avoid putting ourselves and our friends, families and community at risk. We are avoiding close social interactions and using and entering public facilities like bathrooms, restaurants and stores as much as possible. Because of our home's distance from the Montréal and Ottawa areas, this means that traveling to a club ride or gathering requires us to be away from home for at least 4 hours or so with our traveling time to get there and back, making bathroom use and meals a necessity. So, what did we do? I went out and bought a used minivan, which we have now equipped with a portable toilet, curtains, a picnic set-up, including a 12v cooler, folding table, window screens and other necessities to permit us the opportunity to take day trips without worry. Is that nuts? Wait, don't answer that! That was a rhetorical question. But, we decided to name our new-to-us black 2009 Chrysler Town and Country "Rosie, the Queen of Corona" – with apologies to Paul Simon. I'm thinking that I will need to add

an Alfa Romeo badge to the front end, and maybe put some serpent decals on her upper front fenders, so that we can join in on club drives.

Meanwhile, we are enjoying taking the Spider out for short local drives with the top down. The roads around here are terrific and the road crews have been hard at work repaving and repairing our usual fun back roads all over the eastern Ontario countryside. Even the roads in western Québec have been mended and repaved in many locations, which is also nice.

### *Conventions, Events and Club Activities*

With all the cancellations and postponements of the usual schedule of fun events, races, auto shows and conventions because of the pandemic, this year has been a challenging one for everyone. There are still some events which are unchanged, while a few will continue, but with some adaptations in keeping with governmental guidelines and rules. Although the AROC USA convention will not happen this year, the Fiat Freakout is still supposed to take place in the area of the Tail of the Dragon in the Appalachian Mountains. The Alfas at the Glen event, scheduled to take place on the weekend of September 11 is "on hold" at the moment, with the following message from the planners:

*"Watkins Glen International has postponed Opening Weekend until further notice. We have pushed out the Alfas at the Glen dinner registration until further notice and may have to extend this again until we can confirm Alfas at the Glen 2020 will take place."*

**Editor's Note** – *This event was officially cancelled on July 9, after Alex submitted his letter.*

Of course, with our borders with the USA closed to non-essential travel for the time-being, club and Alfa activities in the USA aren't available to us anyway.

Within Canada, there are a few activities planned and underway in the GTA and Montréal areas. Our Toronto club just held their first evening

gathering and CARM just completed another fun club drive through the lower Laurentian hills. There will be more activities to come as various restrictions are slowly lifted. Unfortunately, the organizers of the Italian Car Day scheduled for the August 9 have informed me that the park where the event is held will not be open to groups larger than ten people until the end of August, so the event this year is cancelled. I am in discussions with the town of Perth this week regarding our plans for *Raduno Perth*, an Italian car show scheduled for September 19, which is also in jeopardy of being cancelled.

Whatever activities we can do, let's do them as safely and carefully as we can. Please continue to look after yourselves and your families, friends and communities. Together, we will get through this!

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

Rev high!

Alex: (514) 771-9513

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

## ***Self Guided Driving Tours in Our Alfas this Covid-19 Spring*** **by Gord Zimmerman, Bobcaygeon**

With the Covid-19 raging through and self-distancing mandatory, we miss our trips in the Alfa. We got our two Spiders out of storage in April and cleaned them up somewhat.



*Photo by Gord Zimmerman.*

After they were in the garage and freshened from the winter dust we needed to take a little trip on our country roads this spring. My neighbour joined us in his Porsche Boxter on our excursions. We packed a lunch and our fold up chairs. With our tops down on a fresh April morning we

headed out. I had mapped out a trip through Ingoldsby, Haliburton and Soyers Lake Road to get lost in the mysteries of the Blairhampton triangle. We had a little chat with a real character in Gelert and had a quick peek in his museum.



*Museum at Gelert. Photo by Gord Zimmerman.*

Then back via Hwys 35, 121 and 49 through Minden and Kinmount finally arriving home in Bobcaygeon after about three hours and 200 km.

That was such a success we decided to take another trip the next weekend, so off we went to a hidden waterfall called "The Gut" near Apsley. We drove up Hwy 28 then east on Hwy 504 to Lasswade then on to the Gut. The road was near impossible for our Alfa and Porsche so we parked by the river and made the trek into the falls. The guidebook said it was only a five-minute walk from the parking lot but didn't say it was an uphill climb from the road for about 45 minutes to the parking lot. It was well worth the 5km walk as we are all out of shape due to sitting at home for a few months.



*On a spring tour. Photo by Gord Zimmerman.*

After a day of touring around some dusty roads we were home for another cleaning. We had travelled through Owenbrook, Glen Alda and back to Apsley; from there off home via Burleigh Falls and Buckhorn. Another great twisty drive to exercise our thirst for a drive in the Alfa.

The next weekend it was Rick's turn to map out a trip so off we went towards Havelock then north on County Road 49, known as the Cordova Mine road to Marmora then the Deloro Road to Hwy 62. We tried to drive the Old Hastings Road but it was not a road for sports cars, so we got off at the ghost town of Millbridge, back to Hwy 62, north to Hwy 620, then headed west through Ormsby and Coe Hill, then back through Glen Alda and Apsley and finally to Bobcaygeon and home again. On this trip the heavens opened up and we had quite a severe rain for a while. It all cleared up and our tops came down again. This was another great drive so we started planning for the next weekend.

Sue suggested we do a circumnavigation of Rice Lake so out came the map book, "Back Roads of Ontario, Ghost Towns" (available from Amazon-Ed.) and again we planned a great drive.

We started out from Bobcaygeon around 9:30am, headed south to Millbrook and Bewdley at the extreme west end of Rice Lake. We followed the shore as much as possible to Gores Landing, had a walk about and found old country cemeteries looking for Sue's ancestors. Then we drove along the shore road to Harwood after stopping at a couple of country churches.

We had lunch in the cemetery of St. George's Anglican Church. What a great spot for a picnic with the 1902 stone church in the background.

After our lunch stop in Harwood we traveled along Hwy 18 to Alderville then through Roseneath, up Hwy 33 to Webb Road and across Hwy 45 to Hastings at the eastern end of Rice Lake. We were looking forward to an ice cream cone treat but the ice cream store on the side of the Trent canal was closed. Heading west again, we went to Keene along the north side of the Lake looking for an ice cream cone. No such luck. From Keene we headed north to Hwy 28 and some side roads to Lakefield where we finally scored our late afternoon ice cream treat. From Lakefield we headed home through Buckhorn after another great drive, probably covering close to 250 km.

There you go. The Alfa's are getting a run on a regular basis during our Covid-19 lockdown this spring.

You should get out and use yours too!

## **Toronto Cruise Night**

**by George Beston, Cobourg**

I can't say much about it because Covid-19 concerns kept me away, but the July 2 cruise night did happen as originally planned. Despite

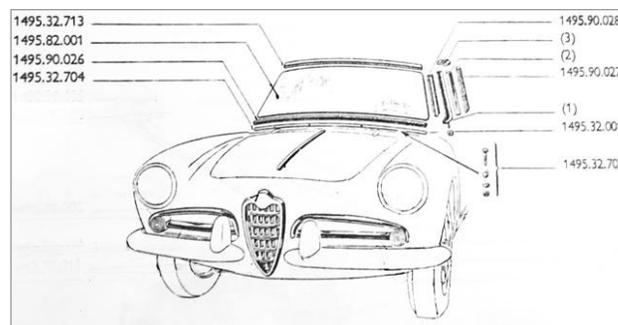
the sweltering heat and the temerity of some of us older folk, it seems that the event was reasonably well attended, and those present got full value from the long evening we get this time of year. There were about a dozen Alfas there and twenty other Italian cars, ranging from Fiats to Ferraris.



Photo by Maurizio Tacchi.

## **Winning the Giulietta Windshield War**

**by Russ Baer, Monkton, MD**



Years ago, I helped an Alfa Romeo mechanic install a Giulietta windshield and that task, because of many tries and failures, was an ordeal of several hours. So ten years ago when I was nearing completion of Susie-Q's restoration (Susie-Q is my early 101 Spider AR 1495-08157) and had to install the windshield into her newly re-chromed windshield posts, I decided to do some research. I found nothing except depressing reports: the worst was an account of a shop that had hired a pro-installer who spent three days trying. Every comment I read on the Alfa Bulletin Board confirmed the near impossibility of the job. But wait. I doubt the Alfa Romeo people fussed, fumed, sweated and screamed when assembling Spider windshields; (although isn't that what Italians do even on good days?).

There had to be an easy way, a simple way. What would Leonardo have done?

He would have realized that if the job was hard, the design was a bad one. He would have designed a better windshield assembly. Well that wasn't what he would have done if Sforza or the Pope said "Work with what we've given you; and

do it quickly!” And that’s what I had to do (neither of those worthies had threatened me however). So Leo (we’re close by this time) would have broken the installation tasks into not a single act of brutal difficulty, but into a series of simple steps; and then he would have designed and made a tool from stuff he had laying around in his garage. So again, that’s what I did. And now I can do that formidable, time consuming, patience-testing job with relative ease.

The problem (actually several problems):

1. The multi-piece frame is obviously harder to work with than the rigid cavity formed by the fixed welded-up sheet metal frame of the later Spiders. But it sure is pretty!
2. The rubber molding – top and bottom – doesn’t want to stay in place.
3. The side molding is much worse because the curved portion doesn’t want to fit into the frame and doesn’t want to stay anywhere.
4. This is the biggest problem: you don’t want to break the damn windshield!

The top and bottom rubber and surround parts aren’t hard to deal with – just install onto the glass, line them up and tape to the windshield – top to bottom in several places and fully wrapping it. That sounds easy but dimensioning is critical. If new rubber is being used, the length of the top and bottom rubber must be developed. At the top it must be long enough to fully seat within the side post. The bottom rubber must be sized and, along with the chrome piece, located properly. Holes must be drilled – using the chrome piece as a template – at the correct angle to match the four holes in the car’s body. How to get the rubber to stay in the side posts and how to get both aligned and attached to the top and bottom frame parts is the biggest challenge. Naturally, some kind of lubrication is needed. Under no circumstances use silicon caulking or any other messy stuff. The wonder-lube I use is ‘Go-Jo’ hand cleaner – the one without the sand, of course.

I’ll stop here and talk differences between the heavy cast brass 750 and early 101 windshield posts (they are the same) and the newer, lighter version. In a few words: if you have an option, use the early posts. If your newer posts need re-chroming, throw them away and find a needy set of the old-style to re-chrome. The rubber moldings are different and the newer is much harder to fit. Regardless of which posts you have, the rubber must be cut with a series of darts on the backside to allow a curve to be made which will conform to the post without buckling the edges at the glass interface. (I don’t know how Alfa managed to

solve that problem and don’t care). New rubber pieces are longer than necessary. This is good. Allow a bit of overhang at the top and make the first dart cut. The photo below shows how I cut the darts in the rubber for the old-style posts.



*Rubber ready for installation. Photo by Russ Baer.*

I temporarily taped this rubber tightly to the post and trimmed the rubber to accurately conform to the bottom of the post and then removed it. Trying to push the sides together, even one at a time, is where profanity must be employed. OK, here’s my trick. By first attaching just the top of the post to the top frame piece with that small seemingly not strong enough sheet metal screw (if I have to do the job again I’ll tap for a 3mm screw), the bottom end of the post can be slowly rotated into place using the top attachment as a fulcrum. Also, I fitted the rubber to the glass (taping tightly to maintain correct locations); and **then** rotated the post onto the rubber, top to bottom. As the post is gradually mated to the rubber, tape is incrementally removed.

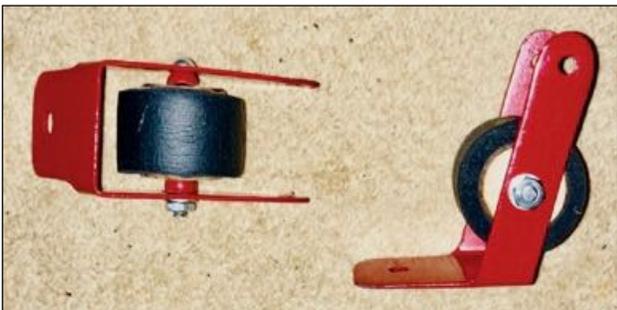
When I first considered this installation problem, I felt I had to stabilize the complete windshield assembly by connecting a fixture to all four of the lower member bolt-to-cowl attachments, but after making a ridiculously complicated design, I realized that tying just the outer bolt-hole to the bottom of the end-post with an adjustable connection was best. I then made a tool that worked. Using a turnbuckle, incremental attachment was made in a controlled manner, free of physical force and fear of breakage. My first tool was no more than a rectangular U-shaped piece of 0.12 diameter steel welding rod flattened at the ends and drilled for a screw. The U-bracket was attached to the assembled bottom frame by a screw put through the outermost hole in the chrome trim and rubber. A large hook on the turnbuckle grabbed the fat threaded boss on the bottom of the post (a large OD washer attached to the boss kept the hook in place), and the smaller hook was connected to the U-bracket.



*Re-designed tool at work. Photo by Russ Baer.*

Since I thought it best to tighten both posts together, I made two assemblies – alternating after a few turns each. Slowly and without fussing, fuming, sweating or screaming, everything moved right into place. Not perfect for a number of reasons, but it worked.

So why am I writing this ten years after I restored Susie-Q? I was prompted by having provided windshield frame parts to a guy that would have to do the job. I could have just loaned him my original assembly (as I had done for others) and given verbal instructions; but remember I just said: “not perfect, but it worked”. I had to do it. I had to re-design to solve two minor problems: my U-bracket was too short and required a link to reach the turnbuckle and because of the curve in lower edge of the frame, the turnbuckle rubbed while being turned (I protected the frame with a thin sheet of plastic). The turnbuckle is the same one, but that’s all.



*Revised U-bracket. Photo by Russ Baer.*

The U-bracket is now sheet steel with an attachment feature long enough to meet the turnbuckle, and the rubbing problem is eliminated by a wooden rubber-covered spacer. So I made it and, though I will not use it unless Susie’s or Sunshine’s windshield is broken, I will loan it.

## ***Winning GTA For Sale***

by Brian Hood, Rob Report, June 29, 2020



*Image from Gooding & Co.*

### **It could be yours for \$575,000!**

A near-flawless 1966 GTA has just been posted for sale by Gooding & Company. Considering its condition and racing pedigree, it’s hard to think of a better addition to any serious collection of Italian automobiles right now.

First introduced in 1962, the Giulia was a sporty sedan aimed at business men. A hit with consumers, the track-focused version of the car, the 105-series Giulia Sprint GT, was just as successful on the track. That was just a precursor for what was to come, as the company would soon debut a highly tuned, ultra-light version called the GTA (the “A” stood for *alleggerita* or “lightened”).

This specific GTA, chassis 752648, is considered “undoubtedly” the most famous example of the car to race in North America, according to the sales listing. Built in 1965, it arrived in the US the next year and was entered in the inaugural SCCA Trans American Sedan Championship that season. Driven by the team of Horst Kwech and Gaston Andrey, the coupé would win three races, finish second twice and claim the championship at campaign’s end. Though that was its only season on the circuit, the car has participated in countless period and historic events in the decades since.

Prepared by Alfa Romeo’s in-house racing department, Autodelta SpA, this GTA features a dazzling red livery with yellow and green accents and the no. 6 painted on the hood and sides. It’s powered by a peppy 1,600 cc DOHC twin-plug inline four-cylinder engine mated to a five-speed manual gearbox that’s capable of churning out 170 horses. Though it’s passed through the hands of ten owners since arriving stateside, it’s consistently been raced or displayed during that time and is in great condition because of that.

**In line with advice provided by provincial and federal government agencies, we have cancelled or postponed all events for the present time. Please watch for announcements from your local clubs for resumption of normal activities. Stay home and stay safe!**

## Upcoming ARCC Events

### Club Alfa Romeo de Montréal

Date	Event
May 2	Fun Rally
May 16	Auto-Slalom, Sanair
May 24	Lunch, Orange Julep
June 13	Balade Trois Rivières et La Tuque
June 20	Ottawa Italian Car Parade
July 5	FIAT Breakout, Montréal
July 11	Sommet des Légendes, Mont Tremblant
July 22-26	<a href="#">AROC Convention</a> , Colorado Springs
August 21-23	Raduno Estivo, from Montréal thru Ottawa to Toronto
September 10-13	Alfas at the Glen, Watkins Glen NY
September 19	Amici Perth Raduno, Perth
October 17	Fall Colours Tour
November 21	Christmas Dinner

### Alfa Romeo Club - Ottawa

Date	Event
June 20	Ottawa Italian Car Parade
July 22-26	<a href="#">AROC Convention</a> , Colorado Springs
August 21-23	Raduno Estivo, from Montréal thru Ottawa to Toronto
September 20	Amici Raduno, Perth

### Calgary Alfa Marque Society

Date	Event
July 22-26	<a href="#">AROC Convention</a> , Colorado Springs

### Alfa Romeo Club of Edmonton

Date	Event
July 22-26	<a href="#">AROC Convention</a> , Colorado Springs

### Toronto Chapter

Date	Event
April 2	AGM, Scuderia Ferrari Club
April 26	ICD Go Karting, Downsview Park
May 7	Cruise Night, La Paloma, Woodbridge
May 18	Victoria Day Pancake Run, Cookstown
May 23	Swap Meet, Pinarello Motori, Woodbridge
June 4	Cruise Night, La Paloma, Woodbridge
June 7	Rattlesnake Run, Halton Hills
June 19-21	Ottawa Italian Car Parade
June 21	Vintage Festival, Cdn Tire Motorsport Park
June 28	Keswick Drive, Keswick
July 2	Cruise Night, La Paloma, Woodbridge
July 12	Sun Collision Drive and BBQ, St Catharines
July 22-26	<a href="#">AROC Convention</a> , Colorado Springs
July 25	Niagara Drive & Wine Tour
August 6	Cruise Night, La Paloma, Woodbridge
August 9	Italian Car Day, Woodbridge
August 21-23	Raduno Estivo, from Montréal thru Ottawa to Toronto
September 3	Cruise Night, La Paloma, Woodbridge
September 10-13	Alfas at the Glen, Watkins Glen NY
September 19	Amici Perth Raduno, Perth
September 27	Alfas and Fiats at the Forke
October 1	Cruise Night, La Paloma, Woodbridge
October 18	Fall Colours Drive, Singhampton
November 21	Holiday Dinner Party, Woodbridge

Unofficial Cruise Nights are held every Thursday evening from May to October at La Paloma in Woodbridge.

## 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:cyyztacchi@gmail.com">cyyztacchi@gmail.com</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 Reyssset	Montréal	(514) 219-5358	<a href="mailto:jmreyssset@hotmail.com">jmreyssset@hotmail.com</a>

### 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)