



# ARCC UPDATE

September 2020

## *President's Letter*

by Alex Csank, Vankleek Hill

Hi Ciao Alfisti,

### *Alfa Romeo News*

As you're probably aware, Fiat Chrysler Automobiles (FCA) and Groupe PSA have rebranded as a new automotive company called **Stellantis** after announcing their merger late in 2019. According to a media release in July, Stellantis is rooted in the Latin verb "stello" and means "to brighten the stars." The company said it hopes Stellantis will be "one of the new leaders in the next era of mobility, while at the same time preserving all the exceptional value and the values of its constituent parts." Some of the next steps include unveiling a logo, with completion of the merger expected in the first quarter of 2021.

STELLANTIS



FCA designs, builds and sells a variety of vehicles including Alfa Romeo, Ferrari, Maserati, Fiat, Lancia, Chrysler, Dodge, Jeep and Ram. It also employs nearly 200,000 people around the world. With three manufacturing plants in Ontario, including the Windsor Assembly Plant, FCA employed more than 12,000 people across Canada. The French-based Groupe PSA, which designs and sells vehicles under the Peugeot, Citroën, DS, Opel and Vauxhall brands means that the new company will have a very broad base of technologies, designs and platforms to share.

In my opinion, this is probably a good thing, but there are likely to be a few brands which will

suffer and be put on the chopping block, as we have seen with other nameplates like Pontiac, Oldsmobile, Plymouth, Mercury and others over the past several years. Could this spell the end of Alfa Romeo as a brand? Well, Alfa sales have not taken off as envisioned by the late Sergio Marchionne just a few years ago. And we are already seeing the demise of Lancia. What would it be like to lose brands like Alfa Romeo, Maserati, Citroën, Opel and Vauxhall? Is it possible? Of course it is! It would certainly be a shame in my humble opinion, but Stellantis will take whatever steps are deemed necessary to compete in an increasingly competitive world, where South Korea, Japan and Germany dominate, with China and India stepping up to the plate ready to play ball. Just a thought: how would it be to get an Alfa Romeo EV sports car? Or perhaps a plug-in hybrid small crossover with great handling and powerful electric motor technology? There's more of that new technology available from the French PSA Group. Perhaps there's hope for the future!

Regardless, please hang onto your hats (and your cars). That old Spider (or new Stelvio) you've got will perhaps become ever rarer and more desired! Of course, I'm biased. And I come by that love of the eclectic and not enormously popular brands honestly. My Hungarian dad's automobile purchases predicted the demise of the brands he bought; in the late 50's he owned 2 Standard Vanguards (small British sedans with Triumph engines which stopped production in the very early '60s), in '62, he bought a Studebaker Lark, and in '65, a Rambler Classic. By the time he was looking for the next family car, I was old enough to convince him to buy something which was less likely to be discontinued within a year or two, so he bought a '68 Chevy, ending his association with failed brands. I have owned *many* Alfas, as well as a few Lancias and other Etceterini, but I also inherited my Scottish (mostly) mom's more practical side and bought plenty of brands that have stood the test of time even through the toughest of economies. I'll keep driving my Alfa

Romeo(s) for as long as my abilities permit me to do so ... and I hope that is for a long time to come.

### ***ARCC Membership***

Here's a topic that bears mentioning. It's one that some of you may already be aware of, yet for varying reasons, may be hesitant to tackle. This has to do with those members who have not renewed their membership. This can be a sensitive matter for discussion. Reasons for non-renewal are numerous. The reasons include:

- a. they've forgotten;
- b. their renewal date has come up and they haven't yet gotten around to it;
- c. perhaps some have no intention of renewing because they are still included in various section events and social activities year in, year out.

What can your local club leaders do to fix this? What can we do at the national level? Perhaps we should just "let it slide"? Perhaps some of you in our readership have thoughts on the matter? Please let us know.

### ***Autumn Events and Drives***

The autumn is probably the best time to get out and take a drive, either solo or with other club members, family and friends. The leaves are beginning to change to their fiery fall colours, as the cooler temperatures set in. With all its charm and colours, autumn is the most scenic time for drives out in the countryside. Although our bigger annual events have all been subject to cancellation, our clubs in Toronto, Ottawa and Montreal are enjoying a limited number of tours, drives and other events. I encourage you to get out and join your fellow Alfisti for some driving fun. Please join in on the activities. Remember that you don't need to be driving an Alfa to participate! *Run what you bring!* We welcome all marques at our events. Of course, you'll probably get teased a bit, but it's all in fun. Please stay tuned to your club's emails for details. Most clubs will also have their Fall Colours driving tours during the month of October.

Please send me your feedback, and also any photos, articles and ideas for the newsletter. George Beston is always looking for input.

Rev high!

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## ***Club Report – Montréal***

by Patrick Secco, Ste-Anne-De-Bellevue

### ***Sortie Chemin du Roy***

Bonjour à tout le monde

La dernière sortie que nous avons fait fut celle du chemin du Roy. La toute première route terrestre reliant Québec à Montréal, et fut par la suite allonger à l'est de Québec.

Une douzaine d'Alfa ainsi qu'une Porsche furent au rendez-vous

Parti de Lanoraie, avec un arrêt culturel au magasin général Lebrun, a Maskinongé, nous avons terminé la randonnée à Trois-Rivières, pour une bonne crème en glace et revenir à la casa.

Pour mieux apprécier l'histoire du magasin général Lebrun, visitez :

<https://www.facebook.com/Magasin-g%C3%A9n%C3%A9ral-Le-Brun-111961822179051/>

Un grand merci à Marie-Josée, Lucie et Jean-Michel pour leur contribution à cette activité.

Vous pouvez visionner les photos de la journée sur notre site web :

<https://clubalfaromeodemontreal.godaddysites.com/30-aout-chemin-du-roy>



*At the Orange Julep. Photo by Alex Csank.*

Hello everyone

The last ride we did was Chemin du Roy. This the very first land route linking Québec to Montréal, and was subsequently extended east of Québec.

A dozen Alfas as well as a Porsche attended.

Leaving Lanoraie, with a cultural stop at the Lebrun general store, in Maskinongé, we finished the ride in Trois-Rivières, for a good ice cream and back home.

To better appreciate the history of the Lebrun general store, visit their web site at:

<https://www.facebook.com/Magasin-g%C3%A9n%C3%A9ral-Le-Brun-111961822179051/>

A big thank you to Marie-Josée, Lucie and Jean-Michel for their contribution to this activity.

You can view the photos of the day on our website:

<https://clubalfaromeodemontreal.godaddysites.com/30-aout-chemin-du-roy>

## ***ARCC Toronto Cruise Night***

**by Maurizio Tacchi, Mississauga**

Our plans for this cruise night changed a few days before the event. The owners of the Plaza del Sol mall where La Paloma is located have complained about the activities and noise created by other clubs or individuals at that location. This has resulted in a crackdown by local police who have issued fines in some cases. This is something we definitely want to avoid altogether.

As a result, the location of our cruise night was changed to the premises of the Scuderia Ferrari Club Toronto a few blocks north at 551 Jovian Drive, a location that has very convenient access to Hwy 400.



*Photo by Maurizio Tacchi.*

Threatening weather kept our attendance down, but we did have sixteen Alfas, two Fiats, one Ferrari and one Maserati in attendance. Unfortunately, the rain arrived a bit early for us at around 8:00 PM. We're hoping for better weather in October.

## ***Alfa Romeo 4C***

***An Obtainable Classic***

**by George Beston, Cobourg**

It amazes me that some enthusiasts might not agree that the 4C is already a classic car. It was introduced in 2014 with much fanfare and a high level of interest among Alfisiti. I was present at the AROC convention held in Detroit that year. We had an evening event at the Chrysler Museum. A couple of 4Cs were parked outside, and many in attendance, me included, lined up to

get the opportunity to sit in them for a few minutes. The excitement was palpable.



*Photo from alfaromeo.ca.*

In the years since, the 4C has been subject to mixed reviews and a somewhat tepid market performance. In my opinion, that's only because it's not a car for everybody and all occasions, and there are many options in its price range.

For an enthusiastic *Alfista*, it's an exotically manufactured jewel with brilliant performance and beautiful styling. When one of them goes through my little town or perhaps is parked outside a restaurant, it gets noticed enough that other gear heads will take me aside to talk about the occasion, even if they only heard about it from someone else.

For me, what locks it in as a "Classic" is its unique combination of exotic features like its carbon fibre/honeycomb tub, aluminum sub frames, moulded composite body work, and a state of the art drive train, all at a price that a wage earner could cover. There is nothing else like it. I suppose the closest comparison would be with Lotus products, but their construction is much different with their use of extruded aluminum frames bonded together. The current Dallara Stradale compares favourably, but its price is many times that of a 4C.

I recently discovered the How It's Made: Dream Cars episode titled "A look into the inner workings of the Alpha (sic) Romeo 4C". (Many of us would die for such coverage of the manufacture of, say, a 1970 1750 GTV or a 1973 Montreal, but those ships have sailed!)

What jumps out at me from that documentary is that there is a substantial amount of hand work involved in cutting and fitting the carbon fibre pre-impregnated cloth and honeycomb materials to a form for the chassis tub and in creating and finishing the body panels for the 4C. The amount of skilled labour involved in these process elements must certainly have a cost component that will be reflected in the final price.

Another observation of mine based on years of Alfa experience is that there doesn't seem to be a

home for the tin worm anywhere on the 4C. This means that in the future the 4C will endure the elements far better than any of the older steel unit body cars. As a result, it will hold value well because buyers and sellers won't be haunted by lurking corrosion issues.

Here's a link to the documentary episode on YouTube:

<https://www.youtube.com/watch?v=goy7XwnKcec>

If you can possibly fit a 4C into your life, now would be a good time to get one, especially since used examples are now becoming available.

I went looking for sales numbers on the 4C (found on the GOODCARBADCAR web site) and was a little surprised at how low they are:

Year	USA Sales	Canada Sales
2014	67	2
2015	663	122
2106	492	68
2017	406	62
2018	238	50
2019	145	47
2020	71	15

So, with a total of 2,082 sold in the USA and 366 sold in Canada, the 4C will always be relatively rare in our market, and that exclusivity will contribute to its Classic status.

## ***My Life in Motorsport***

**by Dave Willis, Ottawa**

In these pestilential times, I am watching YouTube: music and fast cars. In previous years, Caterham 7s through mountain passes. This year, it is Goodwood Road and Racing where I can see cars of *my* era – 1950s, '60s and '70s – still competing.

I was and remain an only child, fortunate in my parents. Wallie Willis was a 1930s techie: photography, radios, motorcycles, airplanes, and cars. Jean (née Hoshal) fell in love with a 1971 Alfa Romeo 1750 Berlina Iniezione at Esposito Motors, around the corner from where they were living. But before that, probably 1958, the three of us attended amateur races in the family '52 Chev at Harewood Acres, the airport course near Jarvis Ontario. We were impressed by a sedan race between a wallowing Studebaker Hawk and a nimble Volvo PV544.



*1750 Berlina in snow and salt. Photo by Dave Willis.*

And then there was Mosport with the East York Lads, to see Jo Bonnier, Olivier Gendebien, and one day in real Mini Coopers Juan Manuel Fangio and Stirling Moss.

Eventually, Vancouver for Can-Am at Westwood. I bought a Fiat 1200 Spider, joined the Pacific Sprite Club, and began competing in gymkhanas and slaloms. Our President, Dave Fraser, drove an Alfa Romeo Giulia TI, not a Sprite. The Northwest (now International) Conference of Sports Car Clubs had an excellent classification system based on both engine size and vehicle weight, which put the 1200 cc Fiat in Class I with the 975 cc Spridgets. Nevertheless it was less maneuverable, certainly by me. My best result was third at the Mount Douglas Hillclimb. Yes, there were only three entries in Class I and the first two were Spridgets. I never raced, preferring to be alone on the road with my own mistakes.



*Fiat 1200 Spider ready for Mount Douglas Hillclimb. Photo by Dave Willis.*

I was a fan of *Autosport*, Henry N Manney in *Road & Track*, and especially Denis Jenkinson in *Motorsport*. Later when I couldn't bear to watch racing, if DSJ liked a driver, I liked that driver: yes, you, David Coulthard. When sending articles back from Europe to the Pacific Sprite Club or the ARCC, I used DSJ's 'From Our European Correspondent'. My heroes are writers, more than drivers.

I kept my *Motorsport* subscription after Bill Boddy fired DSJ, even after WB himself became 'editor emeritus': Alan Henry also wrote good Grands Prix reports and I am still addicted to the 'automobiles for sale' that make up half the magazine. But I gave it up when the technical content faded. 'Formula 1' cars became standardized, and the teams were secretive about anything but those aerodynamics they couldn't hide. *Motorsport* reduced its articles about constructors and tuning shops. Designers, builders and what's under the bodywork – drive trains and suspensions – are more interesting. I still have a bookcase full of mouldy old bound *Motorsports*, some containing DSJ.

Our Centennial Project in 1967 was to leave Canada to seek a Lancia Fulvia in Holland. Had to settle for a Renault 8 of course, which took us to the 1968 Belgian Grand Prix at Spa-Francorchamps in the Ardennes. This was my first Formula 1, and still the best. Most of the legendary drivers were there – Jim Clark had just died, damn! – probably even Denis Jenkinson. A sympathetic local gave us his passes to the town stands beside the starting grid. The Ardennes became a place where I wanted to retire, and we enjoyed the *patate met piccalilli*.

We could leave the R8 at home and take the train to Zandvoort in the dunes of Nord Holland. It was at a Formula 2 event there that I had to evaluate my reasons for watching races. Clay Regazzoni locked open wheels with Chris Lambert in front of me, launching Lambert's Brabham into the air, off the track to land upside down splattered on a dune, killing him. It wasn't the utter helplessness, but the attitude of my fellow spectators as they ran past me, laughing and joking, to the scene. Did I too watch motorsport for the accidents and fatalities? Television certainly emphasises accidents and blame over skill, like watching hockey for the fights.

DSJ probably liked Clay Regazzoni, but I couldn't agree after that. A friend who had raced against him as amateurs in Italy, confirmed that Regazzoni was 'crazy'. It was a couple of years before I could watch even veteran and vintage racing at Silverstone, where the parking lots were as interesting as the races: 6C1750 Alfa Romeos in the parking lot! I still followed Denis Jenkinson's reports, but I didn't watch again until Gilles Villeneuve began competing in Europe.

We were back in Canada, and were driving Wallie and Jean's Berlina after they stepped up to an Alfetta Sedan. The First President of ARCC, Jim McMahon, put a flyer under the windshield wiper in Ottawa, so I joined. So did Wallie in Toronto.

The ARCC was a drivers' club in the late '70s and early '80s. Jim led us in Ottawa, competing in slaloms and lapping: mostly Shannonville, but also Mosport and St-Jovite. One glorious year, he took me on as 'co-driver' and occasional fettler of his Lotus Elan, in the slaloms run by the Motorsport Club of Ottawa on a parking lot at Carleton University. My best result was second to guess who. Continued to search for hillclimbs with no success.



*Alfa Romeo 1750 Spider at Silverstone – sadly not mine ! Photo by Dave Willis.*

I inherited the Alfetta too, after Jean died and Wallie gave up driving (at my present age). Rust of course got the Berlina and eventually the Alfetta: the Elder Willises drove all their cars year round through ice and snow and salt. The photo at the beginning of this piece was taken during one of their visits to us in Ottawa.



*The Willis fleet – 1750 Berlina and Alfetta Sedan. Photo by Dave Willis.*

Since the 1950s, I'd wanted a Lotus, later Caterham 7, so I spent a few years playing with the idea of putting the well-balanced Alfetta transaxle drive train in a kit car. Nobody but me liked the Alfetta gear shift. There were serious space problems for both me and the drive train. I see Caterham now offers a 'wide body' version.

Eventually, 1992, I settled for a 1974 Spider Veloce with the intention of rebuilding and tuning: hot-rodding in other words, even a bit of customizing to avoid the cost of original trim. The goal was a car to lap the fabulous track at Calabogie. That never happened as the rebuild dragged on for 13 years to the month; it might not have passed the noise test anyhow. Now named

The Alfatross because of the toll it took on my life and finances, it was on the road in 2010. Got a few third-gear laps of 'Toronto Motorsports Park' – known in the '50s as the Cayuga Drag strip, several miles west of even 'Greater Toronto' and Hamilton – for the 2012 Convention in Mississauga. But I am too old and clumsy and stupid and slow. Jim McMahon allowed me to ride shotgun, or navigator, or tire-checker, with him in his Porsche Cayman around Calabogie, one afternoon, but even Jim seems to have given up fast cars.



*The Alfatross on the road again – 2010. Photo by Bruce Pratte.*

I suppose 'fun rallies', a.k.a. treasure hunts, could be classified as 'motorsport'. Denice and I manned checkpoints with the Specific Sprite Club, but we didn't compete in rallies until our return to Canada in 1974. The whole family in the Berlina did a Triumph Club rally west of Ottawa, Denice driving and me navigating. Eight-year-old Alette in the back seat got what should have been the winning answer, except it wasn't the answer the scorer was looking for. We came in second. An older Alette, now navigator, and I did win an Alfameet rally around the city of Ottawa – in a K-Car wagon with the 1750 Berlina's grill strapped to the front – but we knew the city too well. In fact, I was the slalom organizer that year.

And finally, a tribute to the late Lynn Ostergaard: mentor, racing mechanic, writer, and all-round good guy. We shared a garage – or rather shared it with our landlord, Marc Grenier – for three years. We also shared a table in the back of Chez Lucien for the monthly meetings of the James Joyce Society. As well as good advice, he had a wealth of first-hand stories of the likes of Mario Andretti and Nigel Mansell.

## ***Driving Left***

**by Russ Baer, Monkton MD**

Isn't Left, Right?

Huh? Read on and decide. In the early eighties I wrote the monthly column 'Giuliettccetera' for the US Alfa Romeo Owners Club. One of my topics was a response to essays from two different authors who had addressed the question "Why did Alfa Romeo change from right to left-hand drive (LHD)?" The mystery for me was why Alfa Romeos were ever right-hand drive (RHD) ... and even throughout the forties since, from the early years of the twentieth century, cars in Italy drove on the right side of the road. I theorized that Italian car designers, in particular those that created designs for the 'better' cars, were concerned with performance and quality and were oblivious to inconsequential details such as which side of the road one uses. After all, didn't the road – both sides of it – belong to the Alfa Romeo driver? The mere fact that most early autos in Europe were RHD is the only reason Alfa Romeos were RHD (and stayed that way). Why innovate at that level? And later, the fact that most countries opted to drive on the right side of the road was not a significant reason for design change.

I can't say with certainty but I do believe that most early cars, even in the USA, were RHD. The reason for standardization to LHD in this country is not one of documented treatise or published literature though I have heard opinions that since most of WWI was in France – where the French drove on the right side of the road (probably only because the British drove on the left) – or Henry Ford's influence (if Henry ain't happy, ain't nobody happy) were major factors; but I suspect there was simply a creeping unification involving bordering states or countries which had randomly legislated separation of oncoming traffic to one side of the road or the other that ultimately lead to a national policy.

When I wrote the 'Giuliettccetera' article my tongue drifted quickly into my cheek and it will return but first, a bit of history and why the left side of the road may be the right side ... historically. I could stop here (but I won't) and just declare that neither the left side or the right side can be proven right or wrong (too many 'rights' – I will now use the terms: correct and incorrect). There are a bunch of logical fallacies, one of which is that a premise is 'proven' if it cannot be disproven. Well, both sides could use that one. Another is the fallacy that a premise must be correct because most believe it to be. In

that case, drive on the right ... must be correct since more people do it. A logical fallacy does not however, discount the possible truth of a conclusion, just that it is not logical.

But back to history and the days of old when knights were bold and all of them were right-handed (if you were a lefty, you were an outcast for religious reasons and probably wouldn't have been allowed to be a knight). To take a break from fighting dragons or Saracens, the knights played war-games with each other. The tilts might have been the first official two-way street. When knights charged at one another they rode on the left side of a barrier and, with their right hand holding a long pointy thing, aimed to unhorse a knight riding on the other side with the same intention and holding a similar device in his right hand. The ridiculous, but still enforced, rule that a horse must be mounted from the left side "because the horse wants it that way" is because a sword hanging from the left side of the right-handed horseman made it impossible for him to mount from the right.

Both articles in the Alfa Owner were definitely not serious. One claimed the reason that the Alfa driver drove on the right side of the road while sitting on the right side of the car, was that while driving the many twisting mountain roads – without guard rails – the driver could get a closer look at the vertigo producing scenery. Another suggestion was that drive right, sit right, was important for the Italian driver when traveling through populated city streets. The low-cut doors allowed his right hand to be close to a target for 'pinching'. I countered by asserting that the later, more enclosed coachwork would render that venerated Italian custom impossible. The real reason, I declared, was found in women's blouses – in women's blouses! Quite by accident, a young male Alfa Romeo design engineer (weren't they all male then?), while in Germany and driving a LHD German car, discovered that his lovely female passenger was in a manner ... exposed. He promptly returned to Italy and his drawing board.

My 'proof' of that assertion is based on the near absolute configuration of buttoned garments (shirts, blouses, coats and ... ) where the closure of male attire is left side over right and for the female: right side over left. What the young engineer saw was within a loosely buttoned, right side over left side blouse. Just like the ridiculous tradition (and long-lost reason) that a horse must be mounted from the left, the difference in garment closure configuration (left over right or right over left) has absolutely no functional purpose today unless ... it was indeed a

configuration traditionally designed for modesty. And why? Well, because.

Back in the horse and buggy days, when almost all roads were unpaved and one-lane, if a man and a woman were in a buggy, the man always was the driver; and he always sat on the right (but again, why?) and that traditional driving position drove the traditionally designed closure configurations so that any gaps would not be noticeable.

I live near, and travel frequently through, Amish country. Twenty-first century horse and buggy country. Naturally Amish buggies on our US roads must travel on the right side of the road, but the driver always (or at least in the hundred or so I've seen) sits on the right side – and if a male and female are together, the male always drives. I've tried unsuccessfully to find out why, by asking Amish I encounter; and the answers have been blank stares (politely thoughtful ones usually), or "I don't know", or the best answer was (after some thought) "because that's where the brake is?" (the brake handle could, without modification, be on either side ... or why not on both sides?). Fatal accidents are not a rarity. Driving a horse and buggy on a 50 mph road full of angry, inconsiderate drivers is obviously dangerous. Sitting on the right side while driving makes it even more so. Even a single occupant always sits right (duh, because isn't that where the brake is?). Why does this Amish practice persist? Is it history? Is it religion? Perhaps its origin is lost in the same past as is the mounting of a horse. But reason or not, the practice is universally honored,

There will be a sequel to this essay if I ever get an explanation from the Amish, but for now – if garment closures for men and women are opposites, then ... why? If the answer is: for modesty ... then why configured as they are? Unless a seated woman is historically supposed to sit on the left of a seated man (a Queen consort sits to the left of the king but both are so loaded with robes and stuff that modesty couldn't be an issue ... although the viewing subjects just might copy?). I will finally conclude with this long run-on postulate: If a woman is to sit on the left of a man, and if a man is the driver of a buggy or car (as society wills it) and must then sit to the right of the woman, and if modesty is an issue, and garments are gender specific to ensure modesty, and the closures are opposing by design, and if safety is a consideration the driver therefore must sit to the right of an oncoming driver ... by driving on the left side of the road ... which is therefore the correct side. QED.

**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

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