



# ARCC UPDATE

January 2013

## *Alfa Winters*

by George Beston, Cobourg

Now that the real thing has got our entire country blanketed with snow and freezing temperatures, it's hard to come up with any really good excuse to drag our Alfas and their cold weather sensitivities out into the elements. However, all is not lost. Our friend Jyrki Henriksson in Finland has other ideas. He has recently sent a number of pictures along with holiday wishes which have me wondering if we're just too timid about avoiding wintry conditions.



I really like the shot from behind, which seems to show a bit of opposite lock being used. The Giulia is rally prepared and has a history as well as FIA competition papers. It was recently acquired by Jyrki who fondly remembers another Giulia that he owned back in the day.



*Photos provided by Jyrki Henriksson.*

Another wintry photo of interest is this one taken recently in the Detroit area. Thanks to the minimal attempts at camouflage, there's no doubt that this is a 4C mule undergoing some sort of field evaluations at this time. The presence of this vehicle on this side of the Atlantic is hopefully an indication of serious interest in actually selling the beast over here. At one time last year there was a strong rumour that the 4C would be on display at the Detroit Auto Show, but more recently it seems that the production version will be on public display for the first time at the Geneva Salon in March.



*Photographer unknown.*

## *Alfa Canadese Events*

by George Beston, Cobourg

In looking back at the year gone by, I've been reviewing material published about Alfa Canadese. Other than some coverage of the Maple Leaf Mille pre-convention tour, there hasn't been anything in the Update because your Editor has been mulling over what to do with our fairly limited space. The fact that the winter doldrums leave a scarcity of club activities gives us a chance to reflect on the convention a little more. A number of the event chairs have submitted write-ups for publication, and they will be printed in this and upcoming issues.

# Alfa Canadese Time Trials

by Brian Crockatt, Toronto  
photos by Jeremy Phan

Long has it been known and recognized that there is a certain breed of Alfisti who have no ability to ignore the call of competition – it must be heeded:

*This is the Law of the Track, and ever she makes it plain:*

*"Send not your foolish and feeble; send me your strong and your sane --*

*Strong for the red rage of battle; sane for I harry them sore;*

*Send me those girt for the combat, those who are grit to the core;*

*Swift as the panther in triumph, fierce as the bear in defeat,*

*Sired of a bulldog parent, steeled in the furnace heat.*

*Send me the best of your breeding, lend me your chosen ones;*

*Them will I take to my bosom, them will I call mine own";*

Borrowed from Robert Service, and amended with apologies.

And so it is that once the competition gauntlet is thrown down, they will, and must, down all else they are doing, prepare and descend upon the appointed place.

The chosen location, Toronto Motorsports Park near Cayuga, is 1.86 miles (3 km) of driver challenging, but run-off friendly, track. Its 13 corners and flatter terrain made for a great place to hold time trials and driver-education events, where the competitors are always within open viewing range.

About 110 people attended for what turned out to be a very hot and full-sun day: competitors, advanced driver training participants, noon-time parade lappers, crew members and spectators.

The 23 TT competitors, 9 Advanced Driver Trainees, 24 Parade Lappers all reported having a great time under what became a very strong & hot sun. To fend off any possibility of sun sickness, the last minute deployment of 500 bottles of water to attendees and around the grounds is credited with avoiding even a single case!!

Even though people didn't start off attending for the quality lunch being prepared, once it became known as to how good it was, far more than had registered tried to 'rush' the lunch room to sample the fare! A novel and successful addition to the day!



## Time Trials

The TT competitors had two long practice sessions followed by the actual AROC-sanctioned Competition that gave each competitor 3 timed runs. Most enjoyed the full 3 competition runs while a couple declared their times were the best they could hope for after 2 sessions, and unfortunately, but as often occurs, mechanical issues prevented at least two competitors from making their final runs.

The cars ranged from fully-prepared racers to very stock cars: all very well-prepared and a real treat for everyone's eyes – and it can be reported that the pre-event tech inspections were a pleasure because all participants arrived very well prepared.



FTD – John Hoard and his GTA

And absolutely rising to the occasion, yet again, was that unstoppable competitor, John Hoard and his wonderfully understated GTA Junior. John took Fastest Time of the Day by close to ½ second – and in that field of competitors it was a treat to behold.

As most know, John wears a perennial target on his rear bumper as anytime he competes, the level of competition surges as his friends and fellow competitors try to outdo him.

Another novelty for the competitors who had never seen TMP before was being able to get onto the track the evening before for a full practice session, until dusk, on the longest day of the year.

As we were told, “... really appreciated all the pre convention info and the way you handled the day(s) at the track ... lots of fun, and the breeze you ordered up to cool the warm day was wonderful.....you’ve got my vote to run next year’s time trials...”

### **Other Driving Opportunities**

As part of the event we are proud to have provided superb opportunities for other drivers, not competing in the Time Trials, and nonetheless who sought out significant driving opportunities to enjoy.

#### • PARADE LAPPING during the noon break

The Parade Lappers were split into two groups so that as the drivers grew accustomed to the track and driving it at speed, crowding, and the resulting slow-downs, could be minimized. The objective was to provide a spirited driving session, non-competitive, at increasingly quick times that also remained well within safety boundaries. Hopefully this session encouraged many to seek out further fast driving opportunities in the future maybe carting on to become competitors in the TT!!

Both groups started together for the first 15 minutes, then one group pulled off while the other group enjoyed 20 minutes of more open track driving. Then the groups switched so the others got to taste the track with only 12 cars on it.

Participants report really enjoying the taste of speed on the track – and also appreciated that they were led to use the racing lines that the competitors use to best their times.

#### • ADVANCED DRIVER TRAINING

A new addition to Canadian Alfa Conventions, for drivers keen and seeking a more full day of driving fun and challenges in their Alfas, was the Advanced Driver Training session of coached/instructed driving, including track lapping. Gerry Low, driving instructor-coach extraordinaire, assisted by Canadian driving legend, Craig Fischer, was superb and well received by all.

Just how much fun it is to be coached by Gerry and his crew is told by one of the participants “... that was the best experience and the most fun ever in 53

*years of driving – always Alfas, of course! Learned a lot too.”*



*Zagato-bodied Alfas on the track. Above, Phil Gicante in his SZ. Below, Bob Davy in his Junior Z.*



*Above, Bernie Betzema’s tube frame GT3 Alfetta.*

*Below, John Justus’ pretty GTV.*





*Above, Doug Paraschuck's Vintage racecar.*

*Below, Adam di Carlo's Targa Newfoundland GTV.*



### ***Chair's Final Comments***

Events like this run on strong commitment from volunteers and this was no exception. It was a superb pleasure to have the band of outstanding volunteers who selflessly stepped up and requested to be part of the team putting on the event.

In addition to those who still remain nameless, and who stepped right up for marshalling assignments and spent long hot and dry hours in the fields so the practices and other events could take place, there are others known to me because they volunteered ahead of time or because they asked me to be put 'to work' after arriving at the track.

I am embarrassed to think I may miss someone, but that cannot outweigh my need to publicly thank those I know of. My only hope is that anyone I miss will recall how busy a time it was that very hot & dry day, and how in order to keep everything moving I even had to discard my sunglasses and hat as too fussy to keep track of, and use my spider virtually as a golf cart in running back and forth and up and down the lines. With that in mind, I do beg forgiveness from anyone I omit – you all know who you are and I warmly thank you, each and

every one. Without you it just wouldn't have happened!

#### **ARCC members:**

- Ken Lee took on the timing function (thank goodness for his competence);
- Deni Bellai looked after the marshalling, and Chaired the Slalom/Autocross the next day too!
- Pat O'Reilly called a year ago to say, "Count me in! Anything and everything!" fully prepared for and dug into the pre-event tech inspections and then followed thru with assisting to run the timing;
- Cunliffe Clare wanted to do anything and everything needed and did a great job assisting with timing;
- Dave Munro helped transport some equipment to the event and then headed to the fields for long dry hot times marshalling;
- George Beston also sought out the best way to stay hot and dry and thirsty by taking on marshalling stints,
- Anthony Tersigni came to spectate and volunteered for marshalling duties too.

#### **ARCC supporters:**

- Barbara Ross, my wife, raised the trackside registration to a new level of thoroughness and competency;
- Gillian Grant, Barb's and my dear friend, helped Barb with registration and then turned to timing as another good way to stay hot & parched during the afternoon. Gillian's husband, Dan had been thoroughly 'on board' since mid-winter, but had to abort at the last minute because of urgent job needs;
- Jeremy Phan, Gerry Low's friend, came out to be sure there was a photo-record of the event. A link to his pictures has been distributed as <http://www.flickr.com/photos/jptn/sets/72157630537828468/> and [http://www.flickr.com/photos/jptn/7552780146/in/p\\_hotostream](http://www.flickr.com/photos/jptn/7552780146/in/p_hotostream)

#### **AROC members:**

- Tim Spruill, AROC Director, AROC Competition Chair and president of the Deep South Alfa Romeo Club (read Louisiana area), as if he has nothing else to do, told me a year ago that he was ready and available for anything needed. Before the track day I had need to call on Tim for a ruling regarding helmets and he understood the need and issued a binding ruling immediately. He followed through and helped Pat O'Reilly with another helmet during Pat's hotel-side tech inspections the night before track day. At the track, he repeated that in addition to his 'official' AROC capacity he wanted to be as involved as possible. Well that's exactly what he did:

marshalling, course checks, grid calls, timing and then near day's end when the timing equipment failed, he joined me and Ken Lee in devising the duct tape cure – or as Tim put it, in summoning up our best Red Green skills and earning a place in Possum Lodge!

- Brittany Spruill, Tim's wonderful wife, headed to the fields for marshalling stints as well as taking lots of pictures. All in all, it must be said that Tim and Brittany were really fine friends of the convention – asking nothing in return, not even acknowledgement.

#### **Professional organizers:**

The other component so superbly involved for us was the Gerry Low group of professional organizers: Gerry Low, Malcolm Elston, Craig Fisher (Canadian Motorsports Hall-of-Famer), Dan (wish I recalled Dan's last name, as he was a strong part of running the TT) and his other instructor crew.

Firstly, as I learned while “ghosting” 2011's Time Trials in Lexington (well, actually, nearer to Indianapolis), a prime key to having a successful TT competition is having a Starter who has the experience, drive and personality to deal with a diverse group of competitors.

If you don't understand what I mean and why I say this, then please rest content simply to “understand that there's something you don't understand”! The Starter is a true lynch-pin position.

Having said that, fortunately I've known Malcolm Elston for many a year and believe me he was the unparalleled choice for the task!! Equally as fortunate, because of Gerry Low's involvement, Malcolm quickly assured me that he'd relish being part of the team! Let his accomplishment stand: the TT ran without a hitch, the run groups were organized with absolute precision, and the grid ran flawlessly! Everyone who wanted them got all three timed runs in! Such is the result of the right people being in the right places at the right time! Lastly, about Gerry Low: without Gerry's expertise and professionalism, friendship and complete support, I cannot imagine what our TT day would have been. Offering encouragement and advice at each and every step made involving Gerry and then working with him a thoroughly pleasing experience. Enough said, because frankly, I've not the words to properly express my gratitude and admiration for Gerry's contributions! And now, risking more embarrassment by not addressing other matters I should have ... let's call it a wrap! À la prochaine!!

### *Results*

<b>Driver</b>		<b>Car</b>	<b>Class</b>	<b>Best Lap</b>
Doug Paraschuck	Ontario	1972 Spider	B	129.63
George Schweikle	Kentucky	1976 Spider	B	130.12
Steve Rauh	New York	1971 GTV 2000	C	132.95
Glen Gaudin	Maine	GTV6	C	134.32
Bernie Betzema	Ontario	Alfetta GT3	B	142.19
Vytas Svedas	Ontario	1750 GTV	B	DNF
Jacob Ilohan	New York	TT33/2.5	A	DNS
Michael Davias	Connecticut	1985 Callaway GTV6	B	DNS
<b>John Hoard</b>	<b>Michigan</b>	<b>1968 GTA 1300 Junior</b>	<b>D</b>	<b>129.17 FTD</b>
David Small	Michigan	1978 Alfetta GT	D	133.51
Jim Neil	New Jersey	1971 1750 GTV	D	134.98
John Justus	Missouri	1971 1750 GTV	D	135.60
Daniel Roth	Ohio	1989 Milano Verde	D	136.51
Greg Stidsen	Massachusetts	1974 GTV	D	138.64
Ron Thiel	Ontario	1973 GTV	D	141.52
John Wright	Pennsylvania	1966 GTA Stradale	D	DNS
Frank Smith	Maryland	1972 GT Jr.	F	133.42
Brad Mellor	Virginia	1985 GTV6	E	135.91
Austin Mellor	Virginia	1985 GTV6	E	137.10
Sam Lucas	Ohio	1988 Milano Verde	E	138.25
Robert Davy	Ontario	1973 Junior Zagato	F	141.5
Gary Kestin	Ohio	1974 Spider	F	143.18
Adam Di Carlo	Ontario	1970 1750 GTV		146.38

## ***Note from the Editor***

by George Beston, Cobourg

We all owe a vote of thanks to Brian for his hard work in putting the convention track day events together. As our most costly marquee event, there was a lot of pressure regarding the balance between track expenses and participation. In the end, it came out very well. As someone who attended, participated in Lunch Time Laps and volunteered, I can assure that everyone present had a most enjoyable time.

I was also impressed by the cooperative spirit demonstrated by those who helped Ron Thiel with a peculiar clutch problem on his GTV. It turned out that the retaining circlip for the slave cylinder wasn't quite the right size. Although this was not a problem in regular driving, track use conditions resulted in the slave cylinder coming adrift causing a loss of clutch action on more than one occasion. Thanks to tools and spare circlips made available by fellow competitors, and some hard work on his part, Ron was able to make the necessary repair and participate fully in the event.

Finally, J.T. Pickering made a real contribution to the lasting enjoyment of this event for many of us by taking pictures of the cars in action throughout the day, and making prints available to us during the convention.

G.B.

## ***Upcoming ARCC Events***

Regional representatives are requested to send your 2013 events calendars to the secretary or the editor for inclusion in the next issue.

### **Alfa Club of Edmonton**

Date	Time	Event
Jan. 26	5:30 p.m.	ACE Christmas Dinner

### **Toronto Chapter**

Date	Time	Event
Feb. 9	9:30 a.m.	Planning Meeting
March	TBD	AGM

### **Club Alfa Romeo de Montréal**

Date	Time	Event
Jan. 26	7 p.m.	Potluck
Feb.	TBD	Tech Session
March	TBD	Sucrierie Meeting

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

### ***National Executive***

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