



# ARCC UPDATE

March 2016

## Alfa Romeo Back in F1?

by David Addison, MotorSport Magazine



Images from MotorSport Magazine.

Our columnist David Addison is a self-confessed Alfa Romeo fan, but what does he think of the potential for a Formula 1 return for the *cloverleaf* Italian brand?

Oh, what it must have been like in 1950 for an Alfa Romeo fan? When the Drivers' World Championship blasted into life at Silverstone, it was an Alfa-holics dream: the blood red 158s locked out the top three places, as Giuseppe Farina headed home Luigi Fagioli and Reg Parnell.

Indianapolis aside, and its quirky inclusion into the World Championship, Alfa Romeos won every race that season.

Now, Sergio Marchionne is talking about Alfa returning to Formula 1. Hooray, we Alfa fans say, but please, do it properly.

### A long way from F1 dominance

First, let's have a quick look at what Alfa has been up to since those heady days of F1 dominance. It carved a name for itself in sports car racing in the 1970s and in touring car racing, thanks to its gorgeous GTAm followed by the wailing GTV6 and more recently great success with 155s and 156s in a variety of specifications.

Isn't that where Alfa should be? Racing derivatives of road cars that you and I can actually buy? Well, yes. Maybe.

The trouble is that, however hard you market any form of the sport (with the possible exception of

NASCAR), nothing comes close to F1 and its global reach and expansive coverage.

So, while you may be the dominant manufacturer in the World Touring Car Championship, for example, how many people *really* notice?



Instead, you could go into F1, but here is the reason I say it has to be done properly. Alfa Romeo is a brand with a proud heritage dating back over 100 years. Its fans care about it and the way it is treated.

On the road car side, we have endless promises of new models, which will be 'The One' that re-launches Alfa and will keep residual values high. My bank balance argues that this isn't so ... We don't want the same to happen in F1.

When the brand returned in 1979, Autodelta ran large, cumbersome cars, and when the project was handed over to Euroracing, things didn't improve much.



Drivers like Mario Andretti and Patrick Depailler, then Riccardo Patrese and Eddie Cheever handled the cars and with Marlboro and Benetton on board as sponsors – they didn't lack ability behind the wheel or budget either. But results were hard to come by.

So, if Alfa Romeo comes back, it has to be a successful operation. If your way of marketing Alfa Romeo as a must-have car is to come home 10th – #epicfail.

If you start winning races, then the message is hitting home.

### **So what's the plan?**

But how to do it? Who runs the cars? Do you take people from Ferrari's existing F1 squad to run them (and risk diluting both teams in the process), or do you go to a team in, say, GP2 to run them?

That is perhaps a better option, but then you run the risk of a team learning rather publicly and in turn affecting the progress of the operation: to turn Alfa into winners.

Or you buy an existing team and its personnel and make that into Alfa Romeo. Could Sauber be in line for a second pay-out after a large cheque from BMW a few years back?

And would you want Ferrari and Alfa Romeo fighting it out, two brands under one umbrella? OK, so it happens in WEC with Audi and Porsche for example, but F1 is different.

So, surely you would need to position the Alfa Romeo team as a Ferrari junior team. After all, the Scuderia has its Driver Academy programme so it could find decent young drivers and operate in the same style as Scuderia Toro Rosso does for Red Bull.

Rivals on track, separate entities, but one helping to feed the other.

But ... STR and Red Bull both serve to drive sales of Red Bull. The problems faced by our Italian friends is that car companies compete in order to drive sales. It is no value to Alfa Romeo to be beaten by Ferrari (or vice versa), so it would need to be in a position to race equally.

And walking straight into F1 and running at the front just doesn't happen, does it BAR? Does it Toyota? Does it Jaguar?

### **Positive message for F1**

Right now, F1 could do with more cars on the grid and some good news in a new team, a new constructor, coming into the championship. But

the odds are stacked so high against Alfa Romeo that it surely is a non-starter?

But ... but ... but. Back aboard the Time Machine and let's stop in 1979, when Alfa Romeo had a presence on the grid by dint of supplying engines to Brabham.

And Brabham was run by? Correct, Bernie Ecclestone. Don't you think that Bernie would be delighted to have Alfa back on the grid, and that surely he would be able to assist that process in some way?

On the one hand, it all sounds a bit fanciful to have an Alfa Romeo Formula 1 team again, but with two powerful characters such as Ecclestone and Marchionne in the mix, it could just happen.

And many of us would be delighted. And just imagine the espresso in the paddock ...

## ***The Lady is a Champ!***

**by By William Hall. Photos by the author and Tom Heinrich for Hemmings Daily**

***Indy Racer Lyn St. James drives a classic Italian GT and talks about her past and present endeavours***



Lyn St. James climbs into the cramped cockpit of the 1964 Alfa Romeo TZ 1 and takes a few moments to familiarize herself with the instruments and switches. She wants to know everything; she explains that her learning process is visual as she methodically programs herself for driving. We are only going for an hour-long spin on desert roads in this borrowed race car, but the preparation is the same as if she was back on the grid at the Indy 500.

Of all the race cars she's driven – GTPs, GTOs, Indy cars, Formula Atlantics, Le Mans, SCCA sedans – this is her first Alfa. First introduced in prototype form at the 1962 Turin Motor Show, it went on to homologation for Grand Touring racing. The drivetrain is an Autodelta-tuned version of the Giulia GTA engine and transmission, but that's where the similarity

ends. Legendary Milanese carrozzeria Zagato handled the rest, utilizing a custom lightweight chassis, independent rear suspension, and a Kamm-tailed aerodynamic body to dramatic effect.

St. James is no stranger to small-bore race cars. This was the first woman to attempt the 200 MPH barrier in the turbocharged four-cylinder Ford Probe GTP car on a closed circuit at the banks of Talladega in 1986. She recalls the event as nerve-racking; the singular-focused media attention was akin to Evel Knievel jumping the Snake Canyon. Helicopters with camera crews buzzed overhead and the infield was filled with expectant Ford execs. Only after climbing into the Probe's gullwing door did a wave of calm wash over her. Now she was in her office, ready to do business. And on the final lap, she delivered: 204.22 MPH. The success led to a marketing arrangement with Ford to promote the Capri to women drivers. She still fondly recalls the long drives between Ford dealership promotions, just enjoying time behind the wheel. A pure driver.

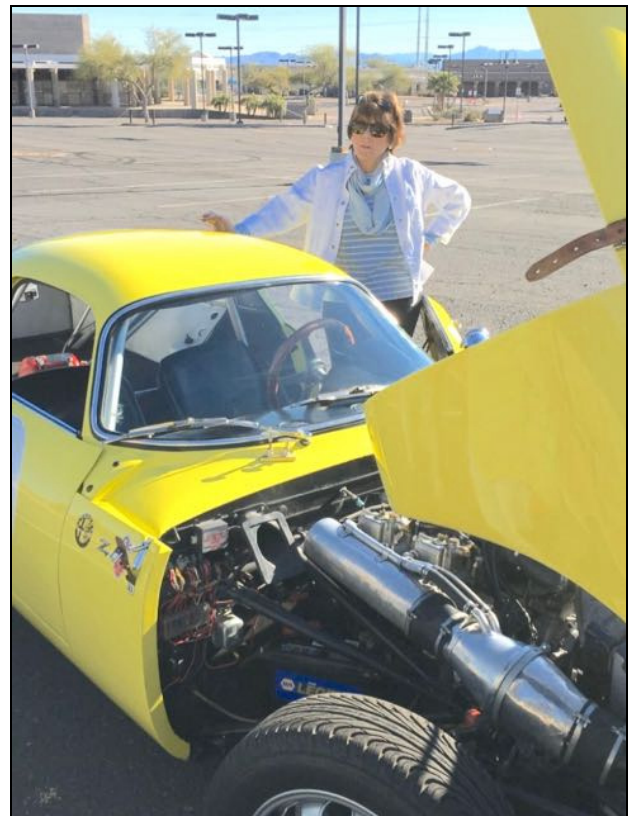
The slippery Zagato shape lends itself to exterior airflow, but not within. The stuffy cabin wafts radiant heat from the firewall. Gone are the traditional Alfa Giulia ergonomics of straight arms and splayed legs. The quick-release steering wheel is close to the vest, like an MGA or Jaguar XK120, and does not require nor allow hand-over-hand steering. St. James saws at it with calm confidence, commenting on the wooden dead pedal attached to the outboard foot well. A racer's touch sadly missing from her Audi daily driver.

At 7,000 RPM, the little Alfa is abuzz. The term we mutually agree upon is "frenetic." The experience is like getting a root canal with a dull drill. The thin aluminum coachwork vibrates like a tight snare drum near redline. It is the soundtrack of anxious danger. Yet this is what separates racers from the rest of us: the ability to live in the upper 10 percent of what other drivers might deem uncomfortable. I take firm hold of the top tube frame of the Alfa racer, the structure which gives this "Tubolare Zagato" its name. It's so tight in the cabin I could rest my temple against it.

The noise is deafening. Our heads are only inches apart in the cockpit, but we are still lip reading and yelling into canted ears. St. James is busy exploring the steady power curve of the little Alfa's DOHC 1600 motor. She likes the smooth, long throw of the five-speed gearbox. At 90 MPH, we hit a dip in the road. The supple Alfa soaks it up and keeps tracking true. She unweights her hands from the wheel, arches one eyebrow and

gives an appreciative nod. I'm wound tighter than a roll of piano wire. It's said that a car is never faster than from the passenger seat; all the more so if the driver is a seven-time Indy racer.

The story of St. James becoming 1992 Indy Car Rookie of the Year is not that she was the second woman ever to make an Indy start, but that she was 45 years old when she did it. It was only her second race in an open-wheel car and her first on an oval. Plenty of reasons to stay home and just watch it on television, but that's not in her nature. She went on to have six more Indy starts before pursuing off-track interests, which included efforts towards women's advocacy and advancement in motorsports. Sports Illustrated named her one of the Top 100 Women Athletes of the Century.



Today, St. James has a new cause and passion. She is an ambassador for the Hagerty Education Program, a non-profit set up by LeMay-America's Car Museum to stimulate education and assist in job placement for young people entering the classic car industry. She learned of the dwindling pool of experienced craftsman in the restoration field from firsthand experience. A few years back she acquired the crashed Lola monocoque of her last Indy racer and sought out a shop to repair the car. An experienced restorer took the job, but it would be his last before retiring. Sadly, his shop closed without passing his trade onto an apprentice. The gleaming body shell now hangs

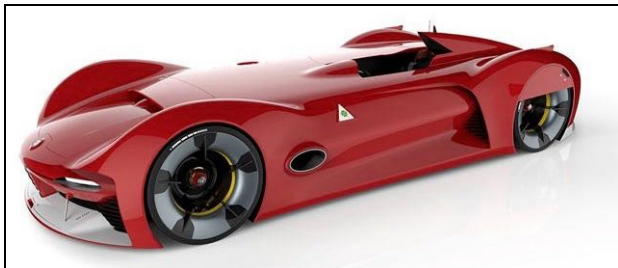
above the mantle of her Phoenix, Arizona, home, a daily reminder of the need to impart these restoration skills on to a new generation of artisans.

We turn the Alfa around and head for home. A hopped-up Miata rolls by next to us, and St. James cannot resist the urge to goad him for a race. The Alfa surges ahead, then falls back alongside, egging the Mazda driver on. Both cars engage, but the Alfa shoots a gap in traffic and leaves the little roadster behind. The poor guy may never know that he just lost to one of the greatest female drivers of all time. As it turns out, if you put the lady back in a race car, the racer is not far behind.

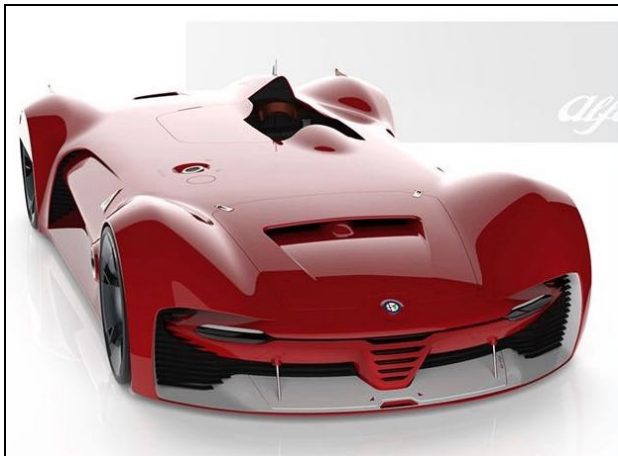
## ***Sebastion Ciarcia's Trionfo***

by James Allen, CarBuzz

Inspired by Alfa Romeo's history of racing glory, Ciarcia has come up with a gorgeous design study bristling with many aerodynamic features in the body work and projecting a novel serial hybrid drive train. We may never see a proper, full-on Alfa Romeo racing car for quite a while, but at least we get to imagine this awesome concept on the world's race tracks.

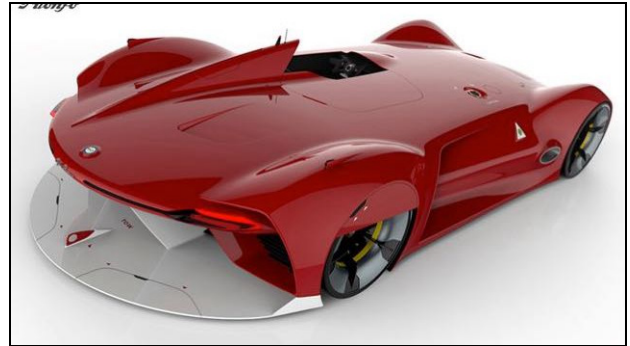


As with almost every modern day prototype racing car the driver is less sitting and more laying down in he incredibly low-slung cockpit.



The Trionfo is actually quite a forward-thinking piece of design. The propulsion comes from four electric motors which, in turn, get their power

from a gas turbine-powered source of electricity. Note the generous area of air intake at the front and the large ports on the flanks for turbine exhaust.



The rear view shows an unusual diffuser arrangement and some Disco Volante inspired tapering in the rear bodywork.

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

by Alex Csank, Ste. Anne-de-Bellevue

Happy Springtime Alfisti!

Across most of our nation, we have experienced an unusually mild winter. By the time you read this newsletter, spring will have sprung and we will almost be into a fresh Alfa friendly season. Admittedly, I have been experiencing a lot of longing to climb back into my little Italian coupe, sink into that wonderful velour covered Recaro seat and entice those sensual growls to breathe from the 'Busso' V6! Sigh ... it's still just a dream for now.

Hopefully, you have all filled your spare time over the winter doing projects, or enjoying outdoor activities like skiing, skating or (of course) shovelling! During most of February, I did volunteer work during the night shift with the Red Cross, helping to welcome and process Syrian refugees arriving (almost) nightly by the planeload. I believe the final tally was 26,215 people. They arrived aboard chartered flights at the airports in Toronto and Montreal. From what I witnessed, almost all of the refugees were young families, usually with several children, and they were very grateful for our help. They came from all walks of life and religious affiliations, with many wearing modern, Western style clothing. At the Welcome Centre in Montréal, the Canadian Red Cross provided them with any required medical attention and we gave them (mostly) donated coats, hats, boots, gloves and other winter clothing. Other agencies like Service Canada, Immigration, Refugee and Citizenship Canada (IRCC), Service Quebec, Quebec's Ministry of Public Safety and the Canadian

Border Services Agency (CBSA) looked after making sure they had all their other needs met. Once processed, the refugees were either picked up by their sponsors, or taken to hotels where they stayed until heading onward to their final destinations across Canada. Although the work was tiring, I am proud to have been able to help these newly arrived residents, and was reminded of how welcoming Canada has been (after the Second World War anyway) to other refugees from places like Hungary (more than 37,000 in 1957), Czechoslovakia (almost 11,000 in 1968-69), Uganda (more than 7,000 in 1973), southeast Asia (50,000 in 1979-80) and Kosovo (over 5,000 in 1999). Those refugee groups have become productive Canadians and contribute much to our economy, like most other immigrant communities. Canada is made up of many diverse and rich cultures and communities of immigrants and their descendants. In Montréal and Toronto, where the Italian-Canadian communities are very large, the widespread interest in Italian cars, cuisine and culture means that we Alfisti can still find mechanics, parts and folks who stop to tell us: "I remember this car! My cousin Gino had one just like it. He took me for a ride in the country near Salerno. He drove very fast!" I love it when that happens.

I also took some time to attend the Montreal Motorcycle Show, where I got a chance to drool over some beautiful two-wheeled (and three-wheeled) machines, both old and new. All the manufacturers brought their latest models, and I was impressed with models like the new Ducati Scrambler and the Russian built Ural Gear Up two wheel drive bike with its sidecar (I have a relationship with one of these):



I also enjoyed seeing the various models from the likes of Moto Guzzi, Aprilia, MV Agusta, Triumph and BMW. Besides Italy, Germany, the UK and

Russia, the numerous Japanese brands were well-represented, as were producers from the USA, Canada, Sweden, Austria and even India. My favourite bikes were the beautiful vintage machines, few of which survive ... but some very nice machines were on display at the Canadian Vintage Motorcycle Group display.

By this time next month, we'll be back on the twisties, enjoying the first of our season's events! Invite your friends along as guests ... You never know when someone new might catch the Alfa virus. And do please keep sending your feedback, and photos, articles and ideas for the newsletter. George Beston is always looking for your input for upcoming editions.

To close for now, let me just wish you all the best of luck getting your little gem(s) out of Winter storage and hope that you will be successful in coaxing that wonderful "voooooooodn, voooooooodn" noise out of your Alfa(s) on the very first crank of the starter.

Rev high!

## ***CARM News/Mise à Jour***

**by J-M Reysett, St-Hubert**

Pour une troisième année consécutive, en ces froids de février, mois de l'amour, quelques membres du club se sont réunis dans un restaurant de fine cuisine italienne afin d'honorer nos conjoints qui nous laissent sans trop rechigner jouir de nos maîtresses italiennes tout au long de l'année. Bon mets et bon vin nous ont permis de se retrouver tous ensemble en prévision des beaux mois qui arriveront bientôt.

Avec un printemps hâtif annoncé pour la mi-mars, certains réveilleront leur "Belle au Bois dormant" plus tôt cette année. Donc, au moment de lire ces lignes, plus que quelques jours pour ceux et celles qui redémarreront leur voiture au 1er avril ...

For the third consecutive year, in the coldest days of February - the month of love - some of us got together at a nice Italian restaurant to honour our spouses for letting us play with our Italian mistresses all year long. We all enjoyed a good meal and wines in preparation for the upcoming months of warmer weather.

With this year's expected early spring around mid-March, surely some of us will awaken our "Sleeping Beauties" a bit earlier than usual. For those who will start their engine on April Fool's day, by the time you read these lines, there will only be a few more days left to wait ...

## Upcoming ARCC Events

Regional representatives are requested to send your 2016 events calendars to the secretary or the editor for inclusion in the next issue.

### Club Alfa Romeo de Montréal

Date	Time	Event
January 24		Tech Session
February 20		Valentine's Dinner
March 20		Bistro Lunch
April 16		Pizza Night
May 15		Gimmick Rally
May 29		Road Adventure
June 11		Grand Prix Barbeque
June 19		Fathers' Day Veterans Tribute Car Show
August 21		Wine Tour
Sept 10-11		Lake Placid Road Trip
October 3		Vineyard Tour
October 16		Fall Colours Drive
November 26		Holiday Party

### Regional Events – Eastern Region

Date	Time	Event
June 17-19		Italian Car Day, Ottawa
June 12-19		AROC Convention, Nashville
July 3		FIAT Breakout, Montréal
July 15-17		Raduno Estivo, Kingston
July 27-31		Fiat Freakout, Auburn Hills
August 7		Italian Car Day, Woodbridge
September 25		Raduno Montebello

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## Alfa Romeo Club of Edmonton

Date	Time	Event

## Calgary Alfa Marque Society

Date	Time	Event

## Toronto Chapter

Date	Time	Event
April 6	7 pm	AGM
April 16	10 am	Tech Session
May 3	7 pm	Cruise Night
May 10	9 am	Go-kart Event
May 23	9 am	Victoria Day Pancake Drive
June 5	10 am	Canadian Warplane Drive
June 7	7 pm	Cruise Night
June 17-19	TBD	Vintage Festival & Drive
June 26	10 am	Rattlesnake Run
July 5	7 pm	Cruise Night
July 10	10 am	Sun Collision Event
August 2	7 pm	Cruise Night
August 21	10 am	Italian Gathering
September 6	7 pm	Cruise Night
September 11	10 am	Wine Tour & Drive
October 4	7 pm	Cruise Night
October 16	9 am	Fall Colours Drive
November 26	6 pm	Holiday Dinner Party

## Alfa Romeo Club - Ottawa

Date	Time	Event

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