

Corsa Rossa

Italian Sports car Club

June '10 Newsletter



Hi, and welcome to the June 2010 issue of the Corsa Rossa newsletter.

I hope you enjoy the newsletter this month. In it is a story of our Lemons race last month. We will do a recap of this next month and try to fill in some of the details. I will not be at the June meeting so you guys are on your own. Hopefully someone can speak on something.

This past month I have attended several events besides the Lemons race, which include the Vintage at the Vineyards with the '02 group, put on by Scott Sturdy. Scott did a great job and should be congratulated. I enjoyed and don't even own a BMW (anymore).

Lots of events coming up with both the Gold Cup and the Alfa convention in the near future, and I have added a lot of info on the Highlands Tour. So get out there and enjoy. Kevin



Your complete automotive service center. Oil changes, brakes, tires, NC Inspection, check engine lights, coolant flushes. Complete vehicle electrical services. Batteries for all your automotive needs, Domestic and Import, Marine and Personal Watercraft, Fire & Burglar Alarm, UPS standby, Lawn & Garden, Wheelchairs, Riding Toys, Exit Lights and Solar.

Locations at

575 North Broad Street Winston-Salem, NC 27101 (336)722-4107
 905 West Center Street Lexington, NC 27292 (336)243-4107

Meeting place

Back to Big Shotz again for this month's meeting.

This months meeting CORSA ROSSA MEETING is on the 8th.

The Corsa Rossa group, <http://www.corsarossa.com/> is going to Big Shotz Tavern in Winston-Salem <http://www.bigshotztavern.com/>

Big Shotz Tavern - Winston-Salem Location

109 South Stratford Road
 Winston-Salem, NC 27104
 Phone: 336-727-4490
 Fax: 336-722-4368

Corsa rossa meets the 2nd Tuesday of every month.

Future Speakers

We have had a good run of speakers, but we need some new ones. If you or someone you know would like to speak for us let me know.

The up coming speakers are as follows. Please give them your support.

- June – Open
- July – Denise and Kevin on Lemons
- August – John Harrill
- Sept – Bill Longyard

Schedule for the meeting-

Arrive around 6-6:30 and chat in the parking lot.

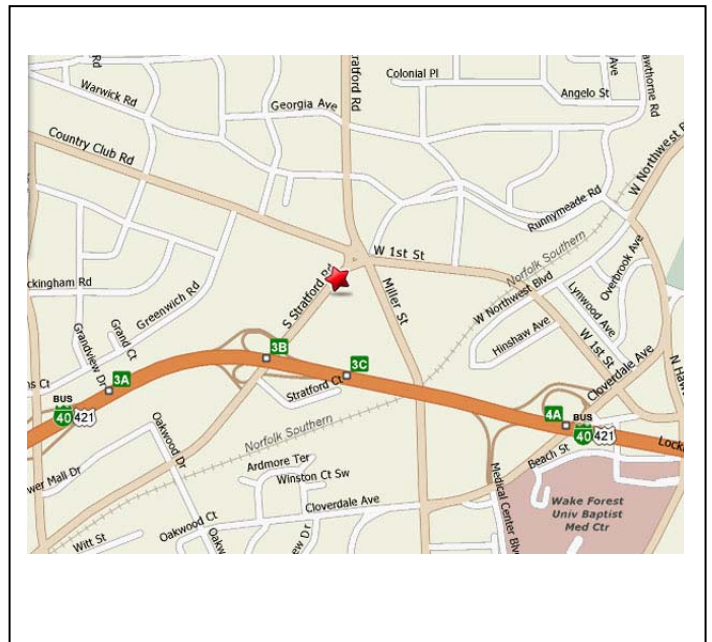
Around 7 order dinner –

7:15ish speaker will start

All times are to Italian accuracy.

50/50 auction

This is how it works - In order to pay for the meals and expenses of the speakers and to perhaps cover any club incidentals we have a 50/50 auction. We are going to sell tickets through the night, the price of the tickets is 1 dollar per ticket or 7 tickets for five dollars, at the end of the night one ticket will be drawn, and the winner gets half the pot. Please see Jim or myself for tickets.



Sport Auto

Providing Over 30 Years
 Of Ferrari, Porsche, BMW,
 And Mercedes Benz Experience
 (336) 643-9595

Lemons racing

A quick diary, of our expedition into Lemons racing. We will be doing a presentation in July to correct any lies that I may have written here.

Friday

We started the day by going through a pre-tech at first it seemed that we would pass without many issues. But after some consultation our worst fears came true.

Well my worst fears came true in that our roll cage would not meet spec. Jay Lamm tried to clear us by having our tallest driver, who would be yours truly, sit in the car to see if there was enough clearance between helmet and roll bar. We called Ron, Denise's husband, in order to see what he could do. With a little confusion on measurements he bent his tubing and headed to SC when the kids got out of school.

In the meantime we sent the car through official tech to at least see if there would be any problems with the car. We did have an electrical issue in that the brake lights failed, even though they worked fine early in the morning. Yes it was a bad ground. The other area that caused a lot of problems was the fire extinguisher. We had a plastic holder and they were demanding the metal type. It did not help much that it came off in his hand.

We then decided to have lunch and broke out the food. Originally we were going to have sandwiches, but someone (That would be Denise) left the bread in the dually (which was en-route to NC at the time). We therefore had Adkins sandwiches and chips.

After lunch we headed off to the big city to buy an extinguisher, and some bread. The extinguisher was found in a little shop and looked like it had been there for a very long time, but it had the correct metal strap and in the car it went.

Ron arrived later that evening, and with a little work I understood what he originally meant. We spent many hours constructing the cage with Ron doing the bulk of the work.

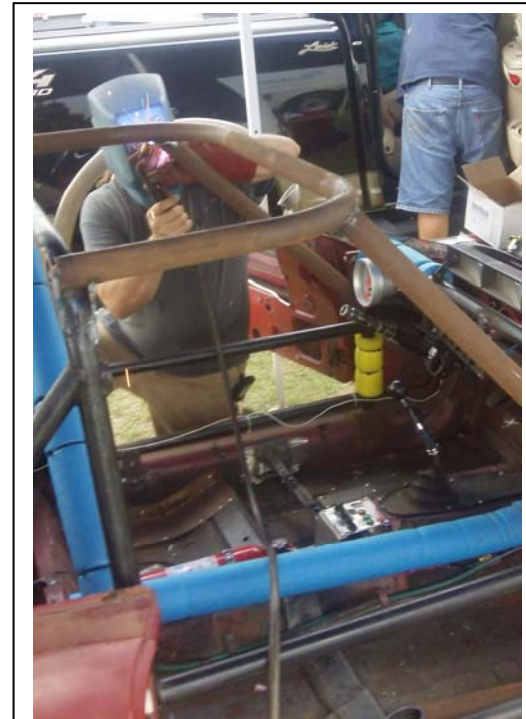
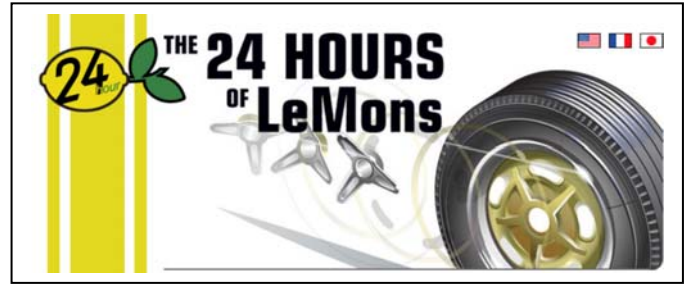
Saturday

We got up early to run the car through tech. It went flawless and then off to the drivers' meeting.

At about 9:30 we started to get the car ready to go on track, and started to strap Denise in. You could tell she was a little nervous, but I told her

to have fun and don't blow up the car.

She went out and started to circulate. In lemons racing they do not have a line up, you just start going around the track and at some point they throw the green flag. If you are just coming up on the start finish line, congrats you



Just a little light welding



are in first place. If you have just passed the start finish line, get your butt in gear you are about to be lapped.

The first few laps went; well she was circling the track with no big events, and she seemed to be making decent time. Then around lap 4 we saw some smoke, at first we thought it was tire smoke, but then she did not come around. The car was towed in and at least we can say that the "TOE" areas worked out well. Unfortunately the motor was locked tight. It looked like our weekend was over. I sat and thought about it a while and then said "Hey I have a motor in Mebane". We discussed the feasibility of going and getting it and in a few minutes Craig and I climbed in my truck and headed for Mebane, 3 hours away.

On the way I called my good friend Richard, and asked him is John Baucom in Charlotte per chance had a motor. He said he would try to get a hold of him, and we headed off. As we approached Charlotte Richard called back and said he had no luck reaching John and I asked if he could help when we reached Mebane and he confirmed he could. While we were driving to NC the group at the track was letting the car cool down, and procuring an engine hoist.

It took about 3 hours to get to Mebane, stopping only for a quick bite at Arby's (at least they had bread there). First thing to do was to dig the little orange Fiat out it as was blocked in by two other cars. Once we got the car on pavement we then to put it up in the air. Now many of you may remember this car as the vehicle I drove to Mexico a few years back. The car had been banged around but I have not driven it much. Rust and other projects had taken a hold of the car and it pretty much just sat. I was confident that the motor would run, but I was not sure how well it would hold up in competition. Anyway with the car jacked up in the air and with Richard showing up in short order the three of us set about removing the motor. It only took about 2.5 hours to pull the motor and trans and put it in the truck and then we were ready for our trip back. We had gone down the road about 15minutes when I realized that I had left the gaskets and sealer at the house. A quick turnaround netted the required parts and we were on our way. We rolled back to the track at around 8pm and saw that the engine was already pulled out of the car.

We needed to strip the required parts off of the old motor and put them in the new motor. The two biggest items that we had to change were the intake with the holley carb and the jack shaft. The carb and intake were pretty simple and had to be changed because we did not have the original linkage and no way of hooking up the weber quickly. The jackshaft was more difficult. The race motor used the jackshaft to drive the fuel pump. But on my motor the jackshaft had been cut, so that it did not have to be timed, as that car ran an electric fuel



pump. For those that don't know Fiat motors that last little bit may be confusing, to attempt to explain the jackshaft has an eccentric lobe that causes the fuel pump to pump. It must also be timed correctly as the eccentric will hit the number 2 connecting rod as many a Fiat mechanic will tell you.

Many, many rules were broken in regards to the proper procedure for building a motor. Silicone was applied liberally, the timing belt was removed and reused. But it went back together with a bit of crossed fingers and some duct tape and rubber bands. We installed the motor that night but it was getting

late and we needed to turn off the generator for fear of offending our neighbors. In reality we were pooped, when we turned off the generator it did little to lessen the noise that night as many other generators were running as well as tools, and motors as teams tried to repair their wounded beasts.

Sunday.

Sunday arrived way too early. I was up at around 7 in the morning and started to install the driveshaft. Craig and Ron joined shortly and we started to button the car up. At around 9 am we were finished and fired the beast up. It ran, but we had a water leak from one of my makeshift gaskets, not bad but we worried that it would get worse. Ron grabbed some sodium silicate for the engine. He said it would seal the leaks. To be honest I was a little skeptical, but after some research I found that this is quite common and the stuff you buy in a store for fixing a



leaky radiator is basically just sodium silicate, and yes this is the same stuff they used to kill all of those engines in the 'Cash for clunkers' program.

Well after dumping the stuff in the radiator it was off to the track. I was keeping one eye on the temp gauge, and one on the road.

Now I have never been on this course and I was about to join at full racing speed, with a car that could blow up at any time, no pressure at all. So I went timid at first, Denise had told me prior to going out that if I did 5 laps I would pass 5 cars, so that was my original goal. After that I started to wind it out. Well the engine was actually pretty good for a stock vehicle. The car handled like crap with too much lean and push. Braking was scary (I used another word at the race), I couldn't see anything out of the mirrors, but I was having a grand time. I continued to circle the track and completed some 30 laps before deciding to bring it in for another driver. I gave my team something to cheer about by passing a Miata in the closing laps. The car never overheated during my time on the track and seemed to be in good shape.

It also zinged well as the telltale tach showed a maximum of 7800 RPM's which I think I hit several times.

Popping the hood showed everything coated in white as some of the sodium silicate had sprayed the engine compartment while doing its job, but only about a quart was consumed from the coolant system. We tweaked the suspensions with some rubber stiffeners to tighten up the left front and adjusted the air pressure in tires. Next out went Craig who ran many laps right up to the lunch break and then he came in on the hook. He said it had been running well up to that point and did not know what had happened. A quick pop of the hood revealed the problem of an ignition rotor letting go and destroying the distributor cap. We had an old used one and threw it on the engine. It was a little rough but worked just fine and we were back out and running. Mike took the car out and ran many uneventful laps, and brought it back in. I then went out again and the handling tweaks thru the day had improved the handling. We had a caution and the car seemed ok but on the green something went off song. I brought the car into the pits, for a check. The distributor cap had become adrift and caused it to go out of timing. The Rotor was damaged and once again we thought we were done. Ron



bent it back and we crossed our fingers. It ran fine and I was able to go out and pass several cars and was starting to get used to it. The biggest problem I had was on corner entry. It was difficult to heel and toe the car and on down shifts I could not match the revs. When I did this it often caused the rear end to break

loose and swing wide as there was too much speed differential between the engine and road wheels. I worked with this for several laps and was trying to compensate for it, and I thought improving. I then got into a pack of cars and the red mist took over, as I dived for the corner I did not get the revs matched and the rear locked up for a second and I went into a spin. It did not hit anything, though I was not able to spin the car back into the correct direction. The only thing I did correct was follow the old race adage “When you spin both feet in” this disengages the clutch and keeps the revs up, so that you do not stall a hot engine that can be difficult to start. I also did not lose my head and dive back onto the track into traffic, and waited for a clear track and the inevitable black flag for my transgression.

In the discipline area an Angel in judgement welded a metal chicken onto the back of the car for my penalty, though the judges of transgressions did not see the humor in us having a chicken on the car even when we explained that the team name was the “Dixie Chickens”. With my new “trophy” I went back on the track and did a few more laps. Each of us did a few more laps with Denise being the last one in the car. The engine at this point was spewing a bit of oil and smoking a bit. We pulled it in the pits and called it quits, even though there was about 15min of racing left. Officially this gave us a DNF, but we all thought we had done pretty well considering. We finished in about 70th position out of 88 cars. Not great, but not bad, considering.

We went to the awards presentation to see the winners, and were somewhat surprised to be awarded the “Heroic Fix” award (see photo at right).



What I learned: Preparation is important; time needs to be spent in the garage prepping. Spares should be ready to go in and have plenty of them. Tires are crucial. Friends are great and will occasionally lose their temper. I know I lost mine a couple of times and apologize to those who I directed it. You are a great bunch of guys and girl. Overall it was a lot of fun and hard work, and we have decided to try it again in September.

Providing Alfa Romeo, Fiat
and Lancia parts since 1971

- Largest selection of quality parts and accessories
- Expert advice from our certified sales and service team
- Same day shipping on in-stock items
- 60-day money back guarantee

INTERNATIONAL
auto parts

www.international-auto.com

(800) 726-0555

Advertise for Free

If you or a business would like to advertise in the newsletter or web page let us know. All advertisement must be car related and is at the discretion of the authors.

Hopefully you have noticed that we now have a few advertisers. I hope to continue this as these types of business are of great benefit in feeding our addiction. So thanks to all of those who have contacted us to advertise.

Upcoming events

Hey, It is time to start scheduling your 2010 events. If you know of an event please send it in. The earlier they are added the better our year will be.

June 4-6 VIR Gold Cup – Historic vintage racing at VIR

June 23-27- A Century of Alfas

On June 24, 1910, an industrialist named Ugo Stella and his associates founded Anonima Lombarda Fabbrica Automobili, or A.L.F.A., changing the automotive world forever. From June 23-27, Alfa Romeo fans will be gathering in Frederick, Maryland, to celebrate the centennial of the builder of some of the world's most fascinating and beautiful automobiles.



Capital Chapter AROC

There's much more to do, as well,, including tours, rallies, autocrosses and visits to historic sites in and around Washington, D.C. In this milestone year, the host club, the Capital Chapter of the Alfa Romeo Owners Club, is pulling out all the stops. To learn more, visit the club's website at www.alfaromeonews.com. By the way, this would be a terrific year to consider joining AROC, a club that unites Alfisti in all 50 U.S. states. The national club's website is www.aroc-usa.org.

July 3rd – Coffee and Cars — Penny's restaurant in Jamestown NC. Start time around 8AM, finish around 10:00 or so. Take your car off for a little jaunt and Join the Austin Healy/British car club for a morning of coffee and cars. This will get your weekend car addiction satisfied without filling up the whole day.

Penny's restaurant is located at 727 W Main St. In Jamestown NC Tele (336) 454-4818

NOW OPEN !!



The Wheelspin Motorsports Gallery & Gifts

Automotive Motorcycle Motorsports
Professional Custom Photography
Limited Edition Art Prints
Vintage Racing Posters
Original Vintage Advertising

Brought to you by
Don Grable Photography & Design
www.roncrablephotography.com
336.207.1896
Located In The Showroom Of

Foreign Accents
TRUSTED AUTOMOTIVE SERVICE

Contemporary & Classic Import Auto Service
5319 West Market Street
Greensboro North Carolina 27309
336.294.2137
www.foraccents.com

July 3rd

Triangle Italians

Welcome Italian automobile & motorcycle enthusiasts! We are the Triangle Italians. We invite all owners and enthusiasts to meet us at Camille's Cafe located in the Brier Creek Shopping Center @ 9:00AM every

July 8th - 11th, 2010 Fiat Freak Out 2010

Asheville, NC More info to come.

Aug 12-15th – The Highlands tour –

The Highlands tour and culinary delight
Sponsored By MAARC (Mid Atlantic Alfa Romeo Club) in association with
Corsa Rossa.

When - August 12-15th

The Itinerary

Each day we will have a driving tour, and on Friday this will be split into 2 different tours returning to Highlands in the middle of the day. In the evening we will always return to the Highlands for dinner. We will also have some surprise visits that are oriented to the car enthusiast. The roads are superb, and designed for the sports car enthusiast.

Having said that we will not visit the Dragons tail this year. This is due to the crowding on the tail. We will visit roads of equal splendor, which will include places such as “The Gorge” and “war women road”. These roads offer scenic views, waterfalls and more curves than you can count.

Lunches and dinners we will dine together at some of my favorite restaurants. I do like to eat and I do like a good restaurant, you will not be disappointed.

The Hotels

Three hotels to choose from

Mitchell's lodge <http://www.mitchellslodge.com/> 1-800-522-9874

The main base of operation will be at the Mitchell's lodge, and all drives will start from here. The Mitchell is rather small so it may fill up before hand.

The alternates

Hampton Inn – It is basically right across the street from the Mitchell.

1-828-526-5899

Old Edwards Inn - If you or your significant other want to stay in an upscale place I would highly recommend the Old Edwards Inn, more on this later.

The Highlands

The Highlands is a shopping mecca and offers a world class spa at the Old Edwards Inn (OEI). This spa got the first ever perfect score from “Conde Nast” travelers guide and you do not have to be a guest to take advantage of this. If you or your SO want to skip a driving session and be pampered for a day OEI is highly recommended.

So you want to go.

First get a reservation – preferably at the Mitchell, but you choose. Get then **NOW** as these places will fill up.

Next - Let me know that you are going and how many in your party – This helps in the restaurant reservations.

Finally – Let me (Kevin Harper) know your driving style – If we have a large enough group it helps me sort everyone out. Contact info email klharper@mebtel.net. Mobile 336-455-3663

The groups will be broken down as such:

- Nuvolari Group – I am a direct descendent of Tazio Nuvolari and Alberto Ascari.
- Roger Goodfellow String back Group – I enjoy a nice drive in the country in a nice sporty car. My speed is limited by how sick I make my significant other.
- Flower group – I not only like to stop and smell the roses I like to inspect the bees.
- Buddy Palumbo Group – aka Sweeper group – I enjoy a nice drive in the country, and though I am not the fastest I do possess tools, parts, skill, and compassion to fix broken chariots along the way. I always start last.

Sept 11 -Euro Classica - European car show - **Old Salem, Winston-Salem, NC**

Euro-Classica

Big gathering of European cars and motorcycles.

Featured marque: Alfa Romeo celebrating 100 years

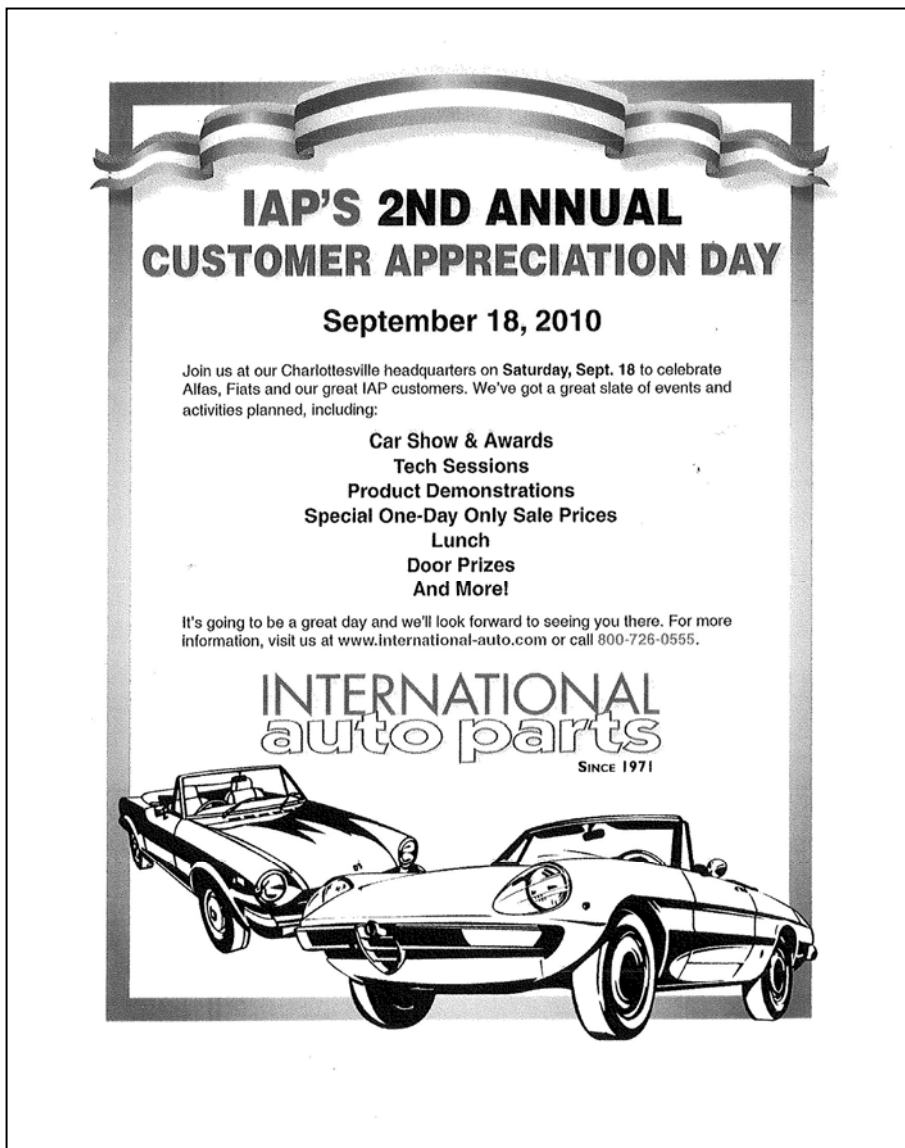
September 10-11, 2010

Venue: historic Old Salem in Winston-Salem, NC

Event website and online registration at: www.euro-classica.com

"This event is going to bring together European car and motorcycle clubs in North Carolina for one great weekend. The venue will prove to be something special. The village of historic Old Salem will be the backdrop for the display area. This event is what is lacking in NC, so we hope you come out and support it."

September 18,2010
IAP Customer appreciation Day



**IAP'S 2ND ANNUAL
CUSTOMER APPRECIATION DAY**

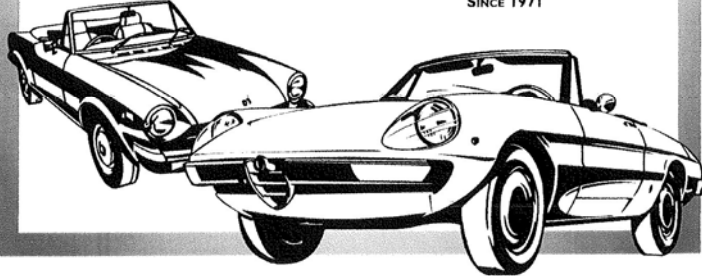
September 18, 2010

Join us at our Charlottesville headquarters on **Saturday, Sept. 18** to celebrate Alfas, Fiats and our great IAP customers. We've got a great slate of events and activities planned, including:

- Car Show & Awards**
- Tech Sessions**
- Product Demonstrations**
- Special One-Day Only Sale Prices**
- Lunch**
- Door Prizes**
- And More!**

It's going to be a great day and we'll look forward to seeing you there. For more information, visit us at www.international-auto.com or call 800-726-0555.

**INTERNATIONAL
auto parts**
SINCE 1971



Sept. 25th - Southeast MINIpalooza -
Gathering of New and classic Mini Coopers at Westbend Vineyards, Lewisville, NC
www.minipalooza.zoomshare.com

For Sale

I have it on good account that Alfa does really stand for Always Looking For Another. Therefore in order to attempt to unload some of my crap, uhh I mean valuable parts, I am going to add a for sale section. While I encourage you to try and sell your stuff in many different places I will take ads and run them for 4 months. This is available to all sports and interesting cars and parts

Lots of Milano parts, even a car or two. I am clearing the lot and need to get rid of these cars.
Kevin Harper 336-455-3663 klharper@mebtel.net

1991 Alfa Romeo Spider just over 40,000 original miles, perfect body color black exterior with tan leather interior and canvas top, new tires, A/C, 8-track CD/AM/FM radio. \$11,000.

Barry Ward

Tel: 704 377 5544 or 704 442 8787

Porsche 2001 911 rims in good shape. Set of four, \$500 obo. Located in Raleigh. Contact Bill Longyard at longyard@ix.netcom.com .



Final Notes

Finally, if you or someone you know would like to receive this newsletter, please have them contact me with their information. Also if you want off the mailing list just drop me a line and I will expunge you.

Kevinharper1@gmail.com