



Corssa Rossa



Italian Sports car Club

January Newsletter

Bonjourno, nuovo anno felice and welcome to the January 2008 issue of the Corssa Rossa Newsletter. I hope everyone is having a good holiday. We had a great time at the MAARC Christmas party and are looking forward to a fun filled year.

Upcoming events

January 5th - Something new - Coffee and Cars - Penny's restaurant in Jamestown NC. Start time around 8AM, finish around 10:30 or so. We are actually crashing the Austin Healy club morning breakfast, and I am hoping we can create a similar atmosphere to what I use to have at crystal cove in CA, in which we had a large selection of car guys show up for an early morning meet. It will allow us to take our cars out for an early morning jaunt, have a coffee and a donut with like minded individuals, and then leave without filling up our entire weekend with a car event. I am even in favor of more than one weekend a month in different locations around the triad, and even starting earlier, but for now lets try the 1st Saturday of every month. So bring your ride and lets invite our friends from the '02 group, the z-car guys, and anyone else with an interest in cars to join us a Penny's. Pennys restaurant is located at 727 W Main St. In Jamestown NC Tele (336) 454-4818

January 8th Corssa rossa meeting at Fire Mountain in K'ville. Meet with friends and discuss new events, and what broke this week. Start time around 6:30

February 16th - OK we are going to try this again. Kart racing at Grand prix of Greensboro. Try out your driving skills against your fellow enthusiast or at least become a rolling chicane. WE have invited several different car clubs to join us for a day of karting. Start time is at 11:30 and plan on about 2 to 2.5 hours there. I have reserved 25 slots, which I hope to fill quickly, so call early to get your seat first come first serve. Cost is 45 bucks, and the location is 302 Gallimore Daily Road. Greensboro, NC 27409. Here is the website if you want more information

<http://www.grandprixgreensboro.com> .

Contact Kevin Harper at Klharper@mebtel.net or call him at 919-304-5399 or 336-455-3663 to reserve a place.

Elkin Moonshine rally - Two events to be held this year - The first one will be on May 3rd, start time is 12:30 I suggest you arrive between 10-10:30. Second one is on October 25th more info to come on this one. Starting location is downtown elkin

MAARC wine tour in Charlottesville will be held from April 18-20 - Complete details when finalized.

MARRC Mille Migla - Is on, it will be held in the fall. More details soon

Please let me know of future events.



Hi with the planning of the MARRC Mille Miglia I find several doubters on the ability of Italian cars to make that sort of trip. Let me assure you that it is entirely possible. Over the next several issue I am going to publish my story of traveling to Manzanillo Mexico in a Fiat 124 spider from my home in Mebane NC, which I did a couple of years ago. Some of it will come off as your weird uncles bad holiday card, and/or boring travel slides, but hopefully you will enjoy other bits. It does start off strong and fades at the end, and my apologies as the tequila was effecting my abilities for taking notes after several days on the road

So without further ado here is the first part of the story.

Road Trip to Mexico

I have always enjoyed long road trips in older cars. In the past I have driven across country in a BMW 2002, to Florida on several occasions in an Alfa Spider, Fiat X1/9, and the BMW, up to the northeast in the Fiat X1/9 as well as Alfa Milano, GTV-6, and even to Michigan. Generally these trips are relaxed, and I stop when and where I want, and I have not been plagued by breakdowns. But, this trip to Mexico was destined to be a real adventure. I had never driven this far, nor for this long.

I had started planning this trip about 2 years ago, originally I had planned to go last year but having a daughter who just turned one put a damper on the plans on hold for a year. The first part of the plan was deciding where I wanted to go in Mexico, and the second part was deciding what to drive. The first part was relatively easy, while there is still a lot of Mexico I would like to see, and what was within reasonable driving distance given my time constraints. With these parameters I choose the pacific coast, often called the Mexican Riviera, and the central colonial areas, known as the silver cities.

Choosing the car was a little more difficult, because yes I am a bit of a car nut, and I do tend to collect them, so the choices I had were either an Alfa spider, GTV-6, or 164, or the BMW 2002. Or, I could have taken one of the Fiats either an X1/9, 850 or a 124 spider. Or. if I got really silly I could have taken the Maserati Indy or the 1970 Ford Pick up truck. So yeah I had a lot of choices.

The Maserati and Ford fell away quickly, because A) the maser needs a ton of money dumped in it and B) would you really want to drive an old ford truck that far. The BMW could have done it, but I had grown tired of it and actually sold it later in the year. This left basically the Alfas and the Fiats. The 164 has driven across the US twice, and is completely capable, but it is a sedan and I wanted something more sporting, and at the risk of offending some I find the 164 to be rather boring, at least for an Alfa. One of the GTV-6's would have done well, they are fast comfortable and good looking cruisers and they were ready to go, but I really wanted something with an open top. The 850 fell away, because it is really rusty and would need a lot of work, also it is a coupe, but finally I had driven this car to Atlanta many years ago, let's just say an 850 isn't an ideal cruiser.

This left the Alfa spider and either the FIAT X1/9 or 124 spider. The Alfa spider would have been the logical choice. It was fresh off a refurbishment where the engine, transmission, and braking system had been rebuilt, and overall the car was in very good condition. The only problem with it is that it is a late model (1988) spider, with electronic ignition and fuel injection. These are great for normal driving, and are more reliable than the old carbs and points. But, I work under the principle that if something were to go wrong on the road I would much rather have a carburetor and points ignition than the electronics

and the mysterious black boxes that go with them that go with them. So the Alfa Spider was eliminated, actually that is not entirely correct, it became the back-up in case the Fiat was not ready.

What do you mean not ready, well on the Fiat side I have a Bertone X1/9 that does not need much but it is in the same boat as the Alfa with the electronics. But the 124's and the other X's well they needed some love. I had another X that could be made ready to go, but the reason I did not choose it were as follows: it sits too close to the ground and I feared if the roads were rough this perhaps could cause problems, two limited truck space, three I really wanted a full convertible and four I had did a trip in an X I hadn't in a 124 spider. In retrospect two of the reasons were bogus, with the 124 on performance springs the ground clearance is probably about the same, and two the 124's truck is really small, and the X1/9's two trucks probably hold more. Yes there is the back seat, but this does not really keep stuff out of prying eyes.

So, in the end, I choose a Fiat 124 Spider. It may not pass Mr. Spock's test on logical, but it is what I choose



More to come next month...