

Corsa Rossa

Italian Sports car Club

March '10 Newsletter



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

Well this month I had the adventure of crashing a computer. Luckily I have backup storage online and did not lose many files. I did lose a ton of e-mails, and if you have been trying to reach me recently by e-mail or sent something in the near past, chances are I did not get it. My apologies, but I now have a brand new computer that, hopefully will last for 2 to 3 years which seems to be the life of computers these days.

For this month I have an interesting article that I found and March kicks off the sports car season, as we start having a lot of events. The big event for March is the wine tour on the 27th, but there are also a few other events.

I have added a few new speakers and I have a few others that it looks like we may get lined up, but I am always looking for more, and stories if you have them. Ray Kiszely is currently in South America and sent me this photo. I hope there is a good story with it. That's a hint Ray.

Enjoy the Newsletter.
Kevin



Meeting place

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

This month's meeting CORSA ROSSA MEETING is on the 9th.

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.

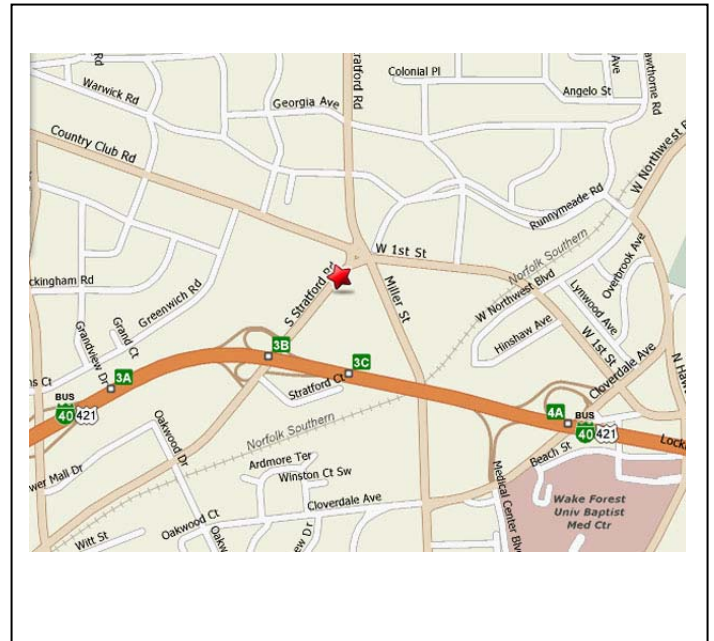
The up coming speakers are as follows. Please give them your support.

March – Mark Campbell

Landmark Coatings

April – Mark Swain – Ariel atom

May – VIR Speaker – Josh Lief



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.

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I somewhat avoid from taking stories off the internet, but I ran across this while I was searching for some information on slide throttle motorcycle carbs for cars. Well the carbs are interesting, but that is another story, what I did find was a very interesting story on modifications to an Alfa Romeo Milano, written by an obviously very smart individual, Chris Cancelli.

Chris has many years of experience working on race winning motorcycles and has a passion for Triumph, the cars not the motorcycles. He did turn his skills to an Alfa Romeo Milano with impressive results. To see more of his work visit his web page <http://www.priace.com>

We'll enjoy the story.

"A local Oregon car gets towed in for some interesting work"

This Beautiful 1988 Alfa Romeo Milano Verde was brought in by a local gal in order to get it back on the road.



It had been neglected for sometime due to Portland some 3 hours away being the closest city where certified Alfa technicians work; so she thought!

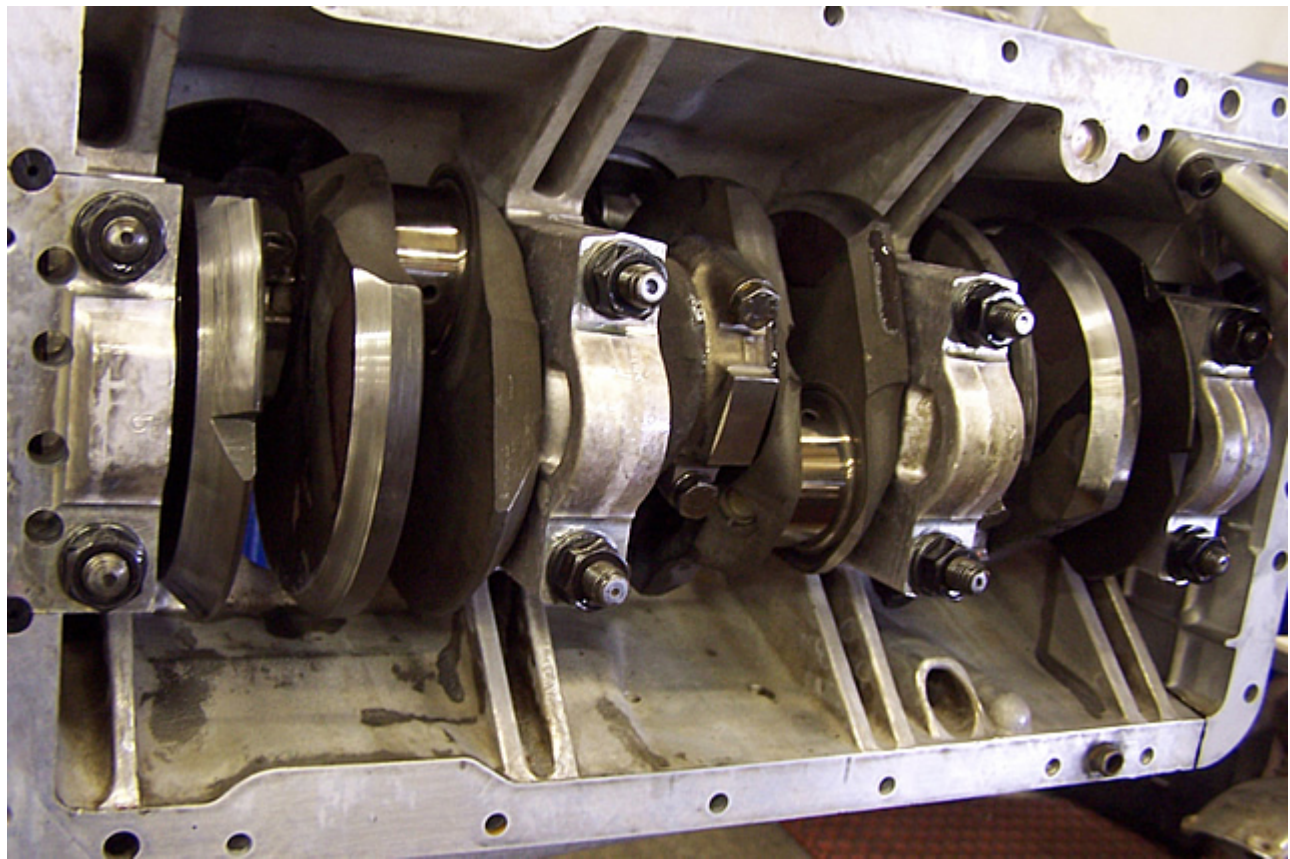
After coming to PRI and seeing the projects and work we do here she was quickly convinced that we were certainly capable. She also got the performance bug after viewing the eye candy throughout the shop and asked if there is something we can do to upgrade her car a bit. I just smiled, and after coming up with a plan to fit her budget we got started. The absolutely gorgeous all aluminum 3 liter V6 hemi Alfa put in these cars is very unique. The intake valves are operated via direct tappet under the inlet cam lobes known as shim under bucket adjustment and is very standard with many over head cam engines but that is where it the similarities stops with all other engines. The exhaust valves in this engine are activated by a solid lifter off the exhaust lobes with a very short push rod operating a set of rocker arms across the head so it has twin cams, one per head. The spark plugs are located in typical hemi fashion dead center down the middle of the very broad valve covers.



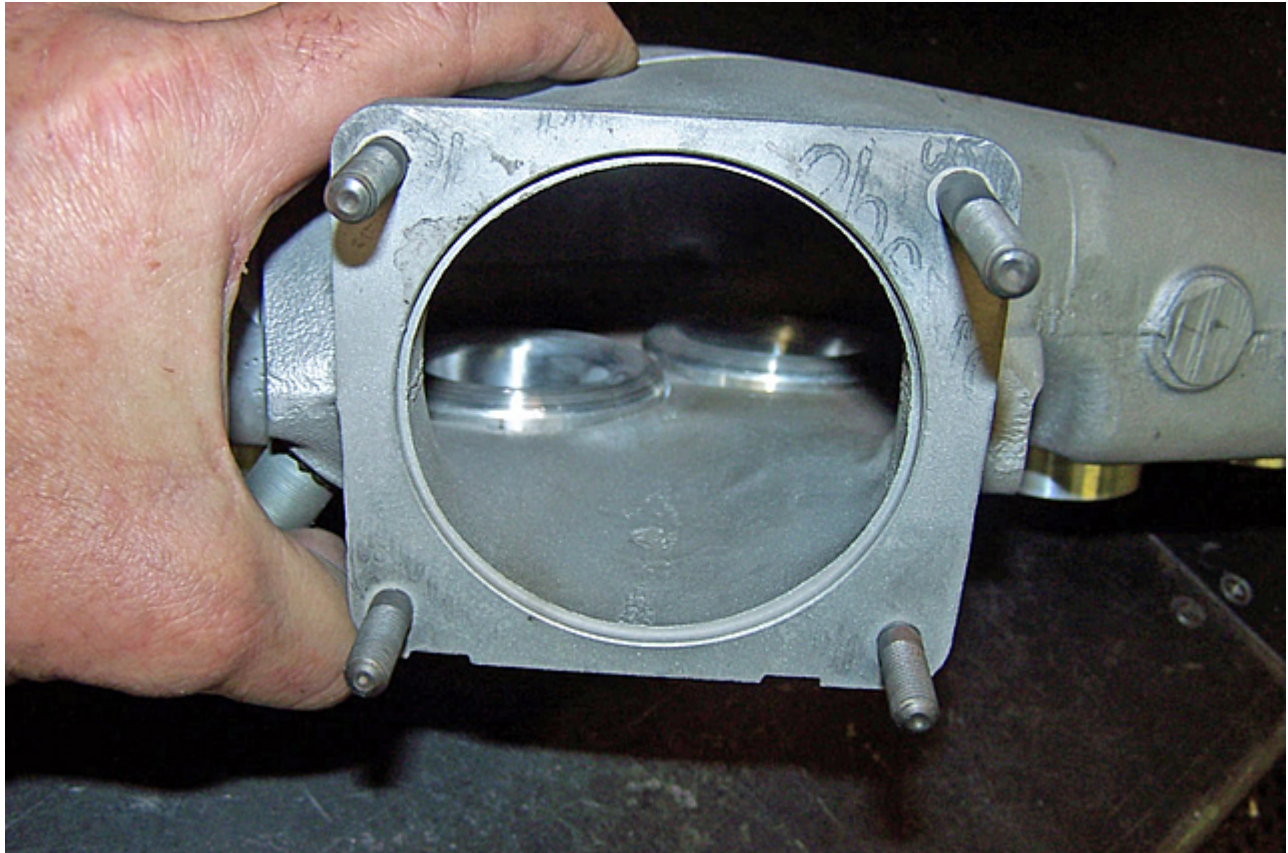
Alfa Romeo wrote the book on Sport sedans and this car is the last of the rear wheel drive Alfas using the tried and true Di Deon rear suspension. Alfa Romeo used this system for many years along with their layout of motor in front and trans-axle at the rear. This setup balanced the car beautifully for handling but they didn't stop there, they also took un-sprung weight into consideration by mounting the rear discs inboard just off the rear differential axle flanges. This also reduced the roll center effect of the car keeping the mass in the center. Double wishbone type suspension with torsion bars held the un-sprung weight down in the front, very trick even by today standards and they've been using it since the late 50's or so and with 5 speeds!

Okay, enough history. This car had broken the timing belt tensioner for starters and on this motor it means bent valves, so the heads need to come off. The car had 100,750 miles on the clock and after sitting for a year (garaged) after the valves collided with the pistons we thought the bottom end should be looked at as well especially since we were planning to get more go from this mill. We pulled the motor and began the disassembly process, one of my favorite parts of engine building because it tells the story of the engines past life and allows me to revel in the thoughts of its designer all the while planning my build strategy. Thinking of what I can or cannot get away with depending on the design and construction of particular parts the wheels were in motion. I love working with what you're given it makes for greater appreciation rather than installing aftermarket performance parts and keeps the cost down considerably in a stage 1 or 2 style build. Since there are few or no aftermarket performance parts for this engine it is essential that I get as creative as I can in order to get the most from it. What's more, this car being from the eighties like most all others from that era used Bosch L - Jetronic fuel injection. There is very little one can do for tuning up-grades with this early system so we can't really go hog wild and build ourselves right out of the operating window of this primitive FI system. I really don't know how much of an increase we'll end up with but it should be at least 15% with this FI. At one time or another; this motor had upgraded cams installed, mild as they are it is a bonus. The cams checked out to be from the later model that exceeded the Milano line called the 164, Alfa's intro front wheel drive car line beginning in 1990. The 164 used the same 3.0 liter 12 valve motor but with upgraded FI. Soon after Alfa introduced a performance model

dubbed the “S” for sport that claimed over 200 hp. Alfa Romeo got the extra 20 or so hp from the 164S via higher compression, these slightly more aggressive cams, better mapping from the new fuel injection system, larger intake runners and possibly valves too. The “S” cams have one more millimeter of lift over the stock Milano “Verde” which is also the “sport” model of the Milano line. The duration was also increased about 22 degrees holding the valves open that much longer in crankshaft rotation. So the cam upgrade should bring about 5 hp itself. As we look further I find the heads have been shaved to increase compression so some work has been done before this owner as she new nothing about these mods and never had much work done other than oil changes and brake pads after taking ownership. We decided to get as close to a stage 2 build as we can get with this motor, parts pending. We take the engine down completely and examine everything; remarkably the motor is in great shape other than the bent valves and bad tensioner, even the cylinder walls are like new condition with no ware ridge usually created by the top ring but nothing! Apparently a trait known of these motors is being easy on the liners, even after 100,000 miles. I ordered in a set of “Total Seal” brand piston rings and lightly honed the cylinders for a fresh cross hatch to help seat the new gapless rings. Only the second ring is gapless but this brings any leakage to an absolute minimum of 0- 2% blow-by after seating. I then turned my attention to the crank, rods and pistons doing the traditional stage 2 massage with polishing, lightening and resizing the rods. I also knife edged the crank throws since it easily loaned itself to this mod and took a full 3 pounds off. This modification also reduces wind age (air pumping) inside the engine of which much is made by the spinning crank throws. Reducing the amount of pressure inside the motor frees up hp, I also added another crank vent on the opposite valve cover to relieve even more pressure. This also aids in ring seal by reducing the internal pressure from coming up around the rings known as blow-by. Reducing rotational mass by knife edging the crank throws also allows the entire assembly to spin up quicker much like the effect of a lightened flywheel, which we also did removing 8 pounds and balanced everything as an assembly.



Examining the entire intake system as a whole was pretty discerning and hard to comprehend why Alfa Romeo would bump the displacement by 500cc's over the normal Milano line's 2.5 liter V6 of the same motor and not increase the intake volume. The added 500 cc's for the Verde came by increasing the stroke of the crankshaft, they also increased valve size but not the plenum chamber or inlet runner i.d. which is the same as on the 2.5 liter. This explains the different power characteristics of both engines. I have driven both models many times as an Alfa Romeo technician back in the day and the difference is quite noticeable even though the motors are the same other than the two changes I just mentioned. The 2.5 Milano has far less torque but loves to rev and delivers satisfactory power in the upper rpm range were as the 3.0 Verde hits quite a bit harder early with a very linear power band. The 3.0 power increases with the rpms but begins to sign off as it approaches its 5800 rpm limit some 400 rpms lower than the 2.5 but is typical of long stroke motors. The other difference the Verde has is gearing due to the jump in torque Alfa increased the final drive ratio over the standard Milano by quite a large margin. Some enthusiasts will opt for the lower gearing swapping transaxles in their Verde's for the 2.5 liter Milano for quicker acceleration since the Verde even with the added torque is still unable to pull in 5th with the least bit of authority.

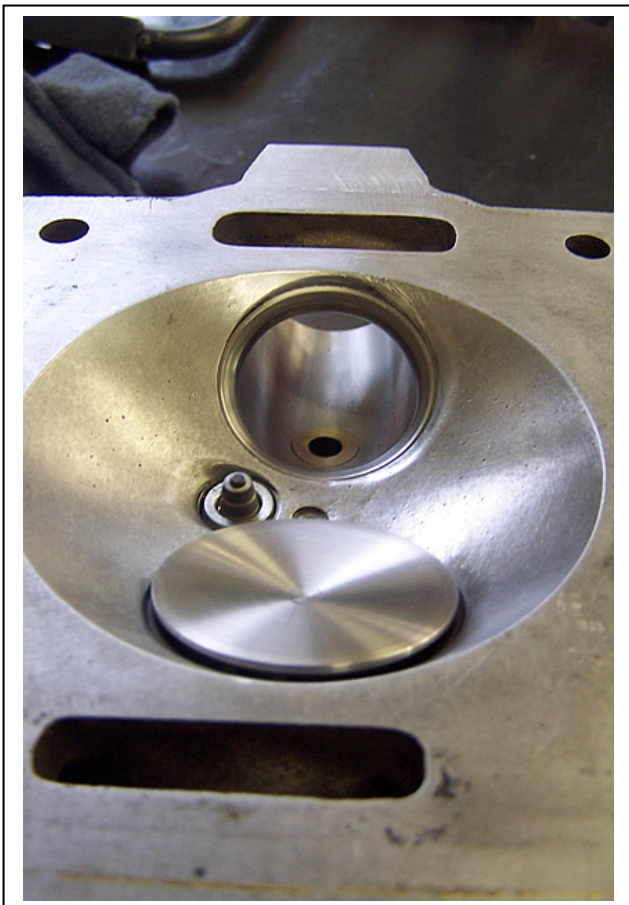


I see that my work is cut out for me as the direction of this build starts coming together and I begin to exploit the pitfalls. The intake track certainly needs addressing and will be the main focal point. I am not increasing the bore size at all so I will concentrate heavily on increasing the cylinder head flow. The crank checked out good with no turning needed and we're still standard on the bearings so a polish and balance finished it off. The rods as I mentioned earlier were polished and size checked for trueness. After installing one piston/rod assembly onto the crank while in the block for the deck height check the piston sat down in the cylinder .030 at tdc.



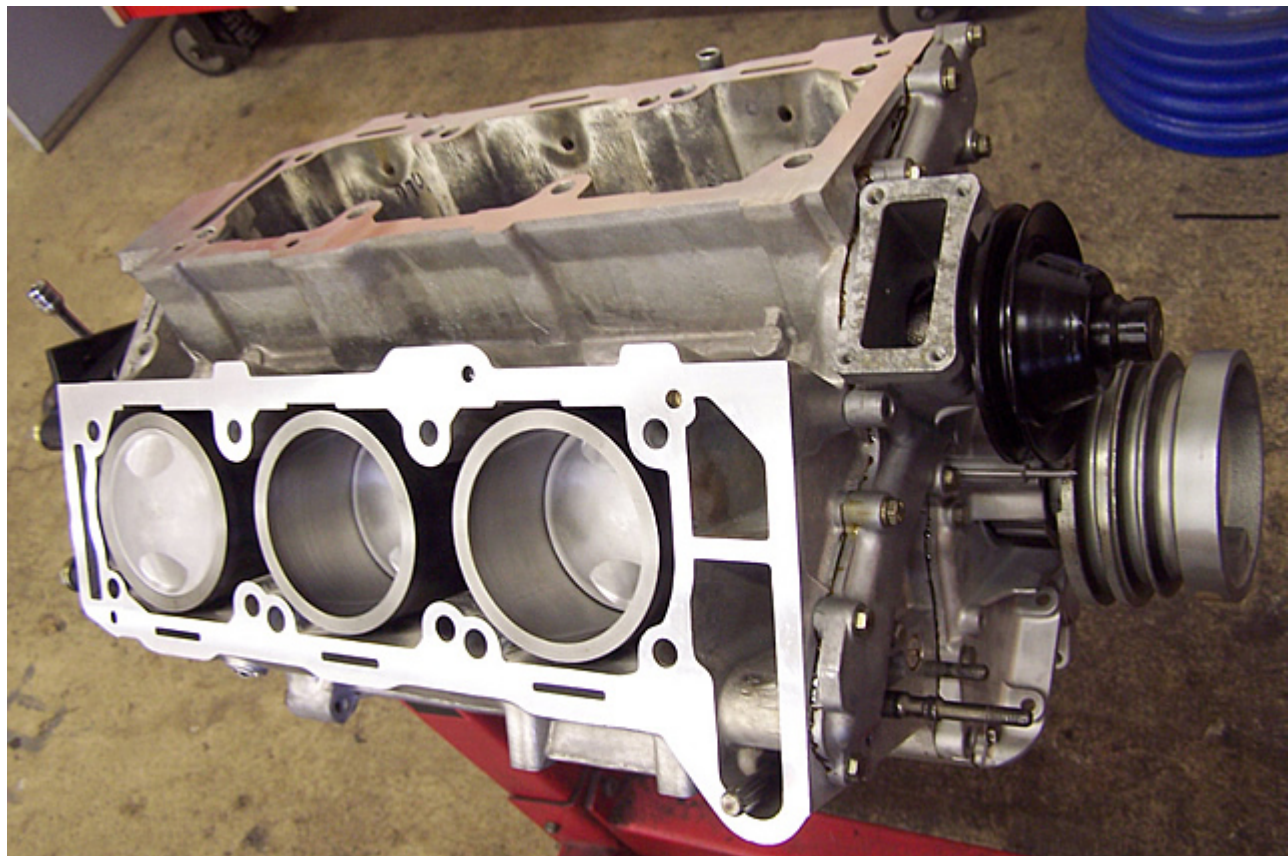
wanted to increase the compression ratio to 11.0:1 and with the heads already skimmed for 10.0:1 I looked at removing material from the block surface. After cc'ing a combustion chamber and piston dome I calculated with head gasket in place that .040 off the block deck would give me that desired ratio. Removing the head studs from the block was a bit of a process but it is what we need to do. The pistons

now raised .010 out from the top of the block will make for better burn efficiency as well, just another step in blue printing. Now with valve to piston clearance reduced I relieved the valve pockets on the piston tops .040 in order to gain a bit back which was also calculated into the comp ratio figure process. Yes, it will still bend valves if the belt should break or even skip but we did regain our valve overlap spec.

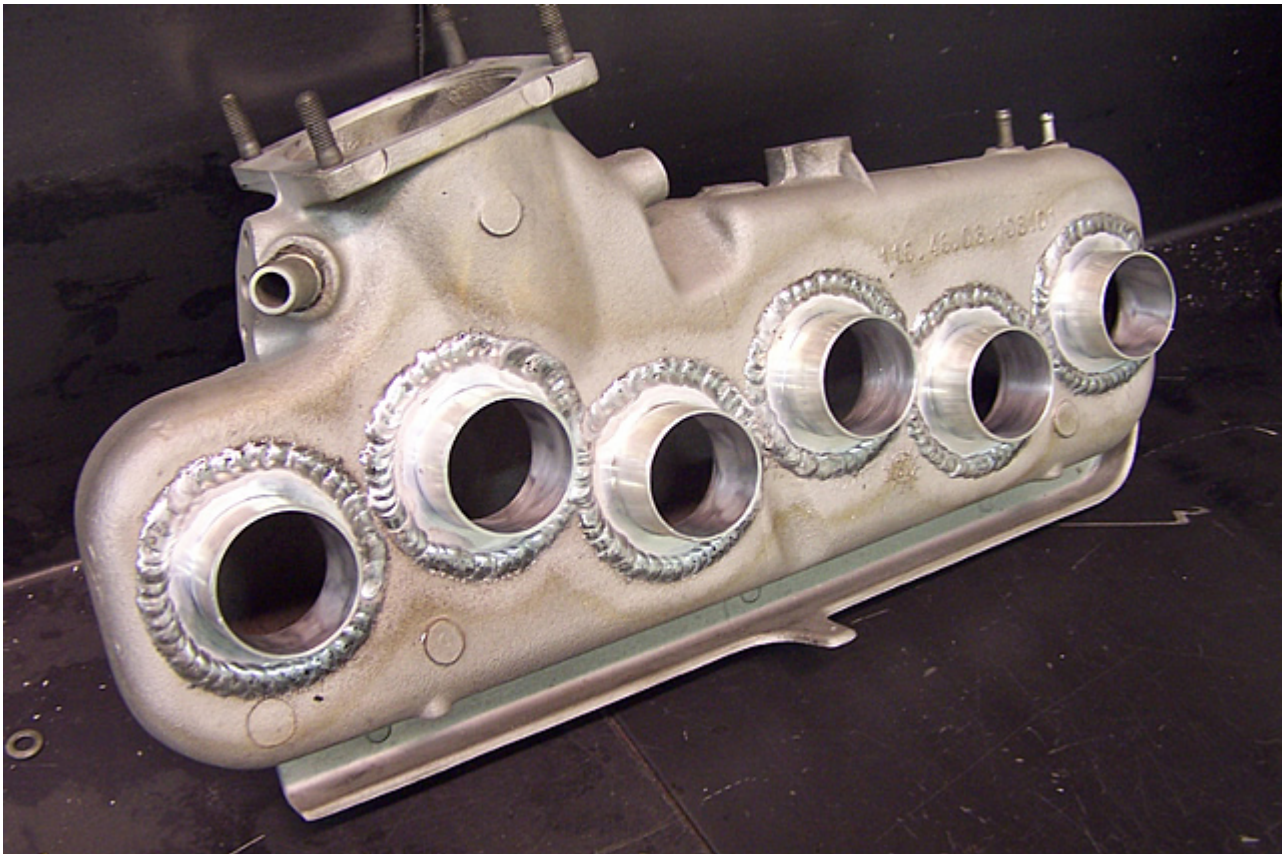




I started with the plenum chamber analyzing the internal diameter of the six spigots on the bottom. These are where it all begins and although I thought about enlarging the plenum itself I wanted to accomplish two things with this motor, 1. Not to modify the original components or looks of the motor. I want to see just how much power can be had by still using what Alfa gave us. 2. Reliability, drivability and tunable for anyone who may own this car in the future including the current owner. Modifying components in many cases begins a snowballing effect and soon the project becomes out of control, remember, we are using the stock FI system which may hinder serious power gains but we will still have a nice drivable and very serviceable car when finished with “stock appearance”. So at the very least we’ll come away with a very healthy Verde.



Decking the 60 degree V configured block .040 moved will the heads inward a touch misaligning the intake runners with the plenum spigots. What really happened was it made for even better alignment than the factory effort which was acceptable at best but still not close enough for precise air delivery at high rpms Misaligned intake runners at the plenum is the same as a misaligned intake manifold at the head. Match porting is what this all about and though it doesn't hinder power much in the low to mid rpm range it absolutely plays havoc at the top end so precise alignment from head to plenum will be essential. After porting all six runners from the stock 34mm i.d. to an outrageous 39mm i.d. it was obvious the plenum spigots weren't going to come close to these specs as the photo shows. The 34mm factory bore in the plenum spigots were offset in the spigot castings leaving a thin wall one side and a thicker wall on the opposite side plus the fact that they were still misaligned when matched up on the dry assembly with the runners. They must be correctly matched to the runners for smooth unbroken air flow transfer. I made six velocity stacks on the lathe with 180 degree radii at the inlet end because air draughts much better and in greater volume around a radius inlet instead of a 90 degree edge as with the stock spigot castings in the Alfa's plenum chambers.



I

made the new v-stack plenum spigots with 39mm inside diameters to match the newly ported runners. Next was to machine out the original spigots and weld the new upgraded units into place with precise alignment to the runners. It worked out perfect with a sheet of cardboard placed over the top of the intake runners which were bolted to the head. I tapped the cardboard sheet with a rubber mallet to drive the runners through the cardboard making an accurate template of the runner pattern. We then machined the stock spigots off flush with the bottom of the plenum and placed the template over the now flat bottom surface and outlined the new holes to be bored on the mill. We did so and welded the new spigots in place as seen in the photo as it worked out perfectly with exact alignment to the runners. I then match ported the intake ports of the head with the runners, valve guides removed. I was gaining some serious volume here with the increased size of the runners i.d. as the 39mm hogging continued into the head and bowl area just before the seats. The stock intake valve head size is 44mm so we still had a bell shaped bowl area to keep port velocity at a high rate even at low speeds which is very important for drivability around town and quick starting. We aren't going for record hp numbers but trying to gain the max and still have a well behaved, nice driving unstressed car. Open the ports too much and you kill the idle quality, low speed drivability and power at low rpms, not to good. The goal is to have it drive like stock, smooth throughout the rpm range while increasing the horse power across the entire range with no overheating issues requiring a larger radiator expense.

Looking at the valve and guide application Alfa uses here was really disturbing to me. The stem diameters of the o.e. valves are 9mm which is 1mm larger than most any other valve stem I've seen and I have seen plenty in my days easily building over 1000 engines of all different makes, from Briggs & Stratton to Rolls Royce and Ferrari, two stokes and rotaries alike I've rebuilt and or modified them all never seeing or at least not remembering any 9mm stemmed valves. That is huge and the guide to go with it was even larger than it needed to be and protruded into the port as they usually do by a good 1/2 inch. So now you have (in stock form) a 34mm port with a 20mm wide guide inside like a giant stalactite blocking the way. Between that guide and the valve stem protrusion how did this motor make any power at all? This is a huge area for improvement so I made an extreme performance valve kit which all my stage 2 and 3

motors builds get. These custom valve kits are very trick and cutting edge for head flow not to mention they will raise the valve float ceiling another 1500 rpms in most cases and this is definitely one of those cases. I made the set of intake and exhaust valves with the same head diameter for our Alfa project. The same size head diameter as stock was to avoid the added expense of oversized seats along with the installation cost. The smaller diameter stem valves vastly increase flow through its minimal presents inside the port. You can gain flow through a port two ways; you can either open the port by removing material aka porting or you can remove mass and or obstruction from inside the port. Back in 1993 I bench flow tested a Triumph TR6 head with 6mm stem valves I had made for it. No port work was done just the installation of the valves and a valve and seat grind, in other words a valve job to make sure they seated properly. The test showed that replacing the stock 8mm stem valves with 6mm generated higher flow numbers that equated to 10 more horse power over 6 cylinders. The valves also weighed 1/3 less than the stock valves so I've been making these kits ever since and now sell them to the public. It is vary a reliable source of power that also reduces friction becoming a win, win situation. The lighter valve doesn't require a stiffer valve spring in order to follow an aggressive cam profile so less friction and pressure is applied to all contacting parts like lifters, rockers, rocker shafts and cams. Also, the thinner stem has far less surface area reducing friction while operating inside the guide. Yeah, good stuff here! Power and reliability is how endurance racing engines are built, valve stems diameters have shrunk in production line car and motorcycle engines over the years and is highly responsible for the increased power and rpms we're seeing from these smaller modern engines today. It only makes sense to do this to these older vintage engines if and when the heads are removed. So now we're fitted with the trick valves, guides, springs and retainers but there is one more thing I like to do after the new guides are installed and that is to blend them flush to the roof of the port as in no stalactites, just that super thin stem being the only obstructing entity inside the port. I still opened the ports out to 39mm remember? But now we have gained flow volume that would normally require opening the ports to well beyond the 45mm range and that would dramatically reduce port velocity clear through the middle rpm range creating a car that would not be happy through town and get poor gas mileage. I still think the FI will tune to these mods and we will find out soon enough. I install the 164S cams and because of the increased compression (now 11.1) some detonation may accrue. Increasing cam overlap reduces compression and since Alfa's valve clearance is so great by the book at .021 for the intake I am going to bring it down to around .015 adding even more to the longer duration S cam. This can be adjusted later if I need more but too much and the idle gets rough so this is a fine tuning as we go thing. The smaller valve stems have less mass, less mass means less expansion when hot. Less expansion means you can run a tighter tolerance. Hmm, the plot thickens...and so the clearance for valve stem to guide can also be reduced meaning less movement or wobble from the valve during operation meaning longer lasting valve adjustments and periods between valve jobs.

After setting the valve clearance we install the valve covers and plenum chamber with new timing belt components, water pump, v-belts, hoses and the lot usually associated with a job like this to insure nothing goes wrong for awhile. We also added some Italian flare with bright red powder coated valve covers, plenum, bell house, rear mounted battery box and oil pan guard to match the red car. The engine is installed but before we start it other areas of the car needed attention as well. We rebuilt the drive shafts, repack the front hub bearings, cross drill the front brake rotors and install Kevlar pads with Stainless braided hoses. I also hand built a 2.5" cat-back exhaust system, a full header will come later. The cat-back exhaust is 25 pounds lighter than the factory pieces it replaces and has no divots like the factory unit has where it bends over the top of the axle. The muffler I installed is a large body straight through Magnaflow. I have used these mufflers before with great results in both power and noise restriction. For a straight through free flow design this muffler is as quiet as any turbo style muffler I tried in the past. I hate loud exhaust systems there is no reason for them. You can make just as much power with a quiet system if it is designed right. Earlier I mentioned a rear mounted battery box that we powder coated red. I purchased a small race battery (3.5X6.5X7.5) with a carbon case that weighs only 15 pounds and mounted it under the trunk floor right between the muffler and spare tire well and far forward as close to the

transaxle as possible. It is a gel-cell type and can be mounted in any position so I mounted it on its side for the lowest profile. I put it there because of the Milano trunk space being what it is. Even a small battery would rob precious space there plus we have now lowered the center of gravity a bit more mounting where we did.

I added the fluids and fired the big six off and when it came to life it sounded completely different in a very good way. The exhaust tone was deeper pitched and it idled with authority as if it was making a statement for itself. The sound of high compression running through an unrestricted exhaust system is sweet indeed. A flick of the throttle and the response was crisp, quick and back to idle in a split second. It seemed to like its new makeover, it sounded happy and very healthy so I got in for the test drive. This wouldn't be as if I installed new pistons where you need to take it slow and easy for the first 500 miles. The only thing needing to break-in or seat were the new rings and that is usually a fairly quick process with a few medium load bearing passes up through the gears. The car sounded and responded very nicely, much better than I remember the Verde doing so on the many test drives throughout my career as a factory tech. This car accelerated with a healthy feel making it seem lighter than it was. It also seemed to have a different power curve, more like the 2.5 motor. The power wasn't signing off in the top end range, in fact it got stronger as it neared reline and I'm not feeding it full throttle, far from it on these first few test passes out in front of the shop. Remarkably the fuel injection was very close as is with only a slight detection of leanness through the mid range but nothing serious just a hint of surging, I had felt leaner conditions on many daily driver BMW's. After several passes I pulled back in and park the car for the most critical service it will see throughout its new life. I drain the oil and pull the spark plugs in order to cool the engine down and get rid of the first run oil that may contain small metal fragments from the machining that was done. You can clean it as much as you like prior to assembly but there is no better cleaning than running fresh hot oil through it. The engine is cooled down to room temp for the head re-torque, valve clearance and timing belt check. I will do this again at 1000 miles to insure a good head gasket seal and to keep an eye on the internal ware factors. It won't need it again until the 15,000 mile service intervals. Now I can test drive it harder knowing all is fine and do just that. With a small adjustment to the air flow meter door (about 5 teeth to the richer side) I'm ready to run it once again taking it out on a longer run this time where we can stretch her legs a bit. I'm really impressed with the out come, no pinging or running warm and the power is enough to bring a devious grin on. What's really nice is the engine never seems to stop pulling clear up to the rev limiter which is now so easy to hit and quite frustrating as well. Just as things start to get real fun the limiter kicks in. I am sure it will continue to make power clear up to 7000, it has no low end softness either, it is at least as strong down low as a stock Verde but has the 2.5 like power band but twice as powerful. Even in 5th gear the car pulls with force and 4th feels no weaker than 3rd, very impressive! I must to remove the rev limiter and build the headers before getting it on the dyno; the combo should be worth another 15 hp or so.



The increased compression, head work, trick valves, custom plenum chamber work, ported runners, 164S cams and lightened crank/fly wheel works very well with this engine and it is more reliable than before being far less stressed. I sell the trick valve train parts calling it the Extreme Performance Cylinder Head Kit at www.pirace.com or email Chris@pirace.com .

You can also call 541-459-5442. It usually takes 10-14 days to ship.

I hope you enjoyed the article. I was curious at this point to how much this would cost and wrote Chris to find out. You can find out more from his reply below. On first glance it is a little pricey, and I am a little cheap, but after looking at the cost of doing standard valve job the cost is not very extravagant. I think I will probably do one of these this summer, and hopefully I will have further information.

Hello Kevin,

I am truly glad you enjoyed the article and it is a pleasure to hear from you. The kit runs \$1400 complete ready to install like the stock stuff by any competent automotive machine shop. The expense comes mainly from building these kits one at a time. If they were for a more popular engine where I can assemble a dozen or so at a time the price would certainly fall. One other factor is that the exhaust spring I found that works for this application was both rare and a bit difficult to attain. The spring was designed for Indy car use and comes with a pretty hefty price of \$40 each but you can imagine its quality and ability to rev to 9000 rpm. I did dyno this car as seen on the site minus the headers and enlarged throttle body I have planned for it. The results were 175 hp @ 5800 rpm where the rev limiter hit. The graph showed no sign of falling off at the rev limiter. There are two rev limiting devices on this car, I since removed the fuel limiter adding another 500 rpms before the ignition spark limiter hits and still from a seat of the pants feel the car continues to pull hard with no sign of flattening out at the new 6300 rpm limit. It's very evident the hp continues to climb along with the new found rev ceiling. I do however remember the power falling off just short of the 5800 redline on a stock Verde I once owned.

The bottom line here is this motor was built using only the cams from the 164S and this valve kit, the rest were mods that would only compliment these two additions in the way of breathing. The valves I used here have the same head diameter as the stock valves and increasing the head diameters will certainly add to this figure by another 5% bringing the total to 184 hp and still no header or larger throttle body. This is a motor that is still very civilized and very reliable capable of giving well over 100,000 miles of service. I can make these valves with oversized heads for those who don't mind the added expense of having o/s seats installed.

P.S. I have just discovered that the Porsche 911 Carrera also uses 9mm stems as I currently have one in for a sudo resto with engine rebuild. I can make these kits for just about any application. It is a great way to make more power without hindering reliability.

Sincerely,

Christopher Cancelli

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.

2010

Mar. 6th – 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

Mar. 6th

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 1st Saturday of the month

March 27th Saturday morning drive and Wine Tour in Winston-Salem

Start time is at 10:30 Drive to Devine Llama and Misty Creek.

The Start will be at John and Carol's-319 South Main Street, Winston-Salem, NC 27101

Coffee and Scones at the Start from 9:30 to 10:30.

We will leave for Devine Llama at 10:30.

April 16 – 18 MAARC Mid Atlantic Alfa Romeo Club

Wine tour-

Staying at the English Inn

2000 Morton Drive

Charlottesville, VA 22903

434-971-9900

www.englishinncharlottesville.com

May 1st Elkin Moonshine Tour

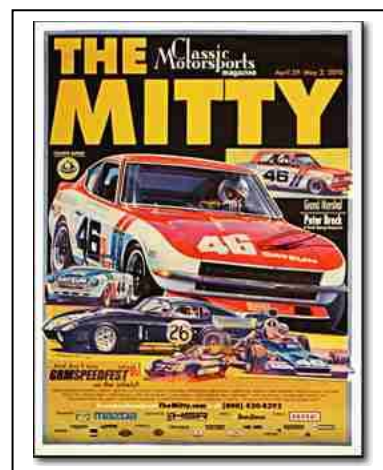
Tour event in the mountains of NC near Elkin NC In conjuncture with the

Triad Austin Healey Club For more info contact Jon Saylor

(bigpoop70@yahoo.com) Paula Saylor (elkinkitti@yahoo.com) 336-874-

2808

April 30 – May 2nd The Mitty -The Mitty Challenge will again offer an incredible variety of historically significant race cars - both on display in the paddock and racing once again at Road Atlanta. Sanctioned by the Historic Sportscar Racing association, the Mitty will include IMSA Camel GT, SCCA Trans-Am, Can-Am, Formula One, CART and even NASCAR Winston Cup cars. For more information visit www.hsrrace.com.



May 3-9th ITALIAN CAR TOUR & MILLE MIGLIA

Preliminary Itinerary... Monday, May 3 Departure from Charlotte or home city to Milan via overnight flight. Tuesday, May 4 Arrive Milan Malpensa Airport, where you'll be met by your driver and private deluxe motorcoach. Visit the Alfa Romeo Museum. Drive to Bergamo and your hotel (4 star) for 5 nights, NH Hotel Bergamo. The NH Bergamo is situated in the heart of 'Bergamo bassa', in close proximity to the train station. The hotel is also close to the tourist sights and offers first class services and comfort in a modern and elegant setting. Evening welcome dinner at local restaurant, Da Vitrttorio (or similar) with wine. Wednesday, May 5 Breakfast daily in your hotel. Depart Bergamo for Brescia. Full day to enjoy viewing the Mille Miglia cars positioned throughout the town of Brescia before they go through technical inspection. Return to your hotel in Bergamo in the evening for overnight. Thursday, May 6 Breakfast daily in your hotel. Depart Bergamo for Brescia. Starting day for the 2010 Mille Miglia. Return to Bergamo for overnight. Friday, May 7 Depart for Maranello for a visit to the Ferrari Factory and Museum with lunch at Restaurant Cavallino, owned by Ferrari. Note: Visit to the Ferrari Factory restricted to Ferrari owners with proof. Return to Bergamo for a free evening. Saturday, May 8 Depart Bergamo to view the Mille Miglia cars returning to Brescia. Evening farewell dinner with wine at local restaurant, Taverna del Colleoni Del Angelo (or similar). Sunday, May 9 Transfer to Milan Malpensa Airport for return transatlantic flight. Inquiries email: barryw@vwti.com

May 29th - Vintage at the Vineyards -
Gathering of vintage BMWs at Shelton Vineyards, Dobson, NC
www.vintageatthevineyards.com



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.



A high point of the festivities will be a track day at nearby Summit Point Raceway, where a number of historic Alfa race cars will take to the track. Non-racers will get a chance to do some parade laps at lunchtime, and there will be time trials for registered racers, too. The Alfa Century Concorso, which will take place at the Stone Manor Country Club, promises to be another must-see event, with cars spanning the Turin firm's history.

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 8th - 11th, 2010 [Fiat Freak Out 2010](#)

Asheville, NC More info to come.

Aug 13-15th – The Highlands tour – Three days of driving trips, which will include Brevard, dragons back, and Cheraw skyway. More information to come.

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

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

Bill Longyard is looking for a good windshield for a Fiat 850. 336-768-5996 longyard@ix.netcom.com
"Locost" Lotus Super 7 project for sale. All chassis welding is done, including VIR legal roll cage. (Can be removed.) Datsun Z engine, including carbs, transmission, Ford rear, fuel cell. Needs only seat, instruments, prop shaft, and steering. Easy to complete. Price is \$1,500 firm.

Contact: bstewart@wsfcs.k12.nc.us or see Bill Longyard at the next Corsa Rossa meeting.

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

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