



August 2014

Volume 1 Issue 8

Editorial Comments: August is a month where most of our members are either back up north to get some relief from the summer heat or on vacation with their extended families, but not all. This issue covers the National AROC Convention in Detroit held last month and our clubs participation with local Alfa/Fiat Dealers as the 4C debuts. Also you will see an interesting article from Bring A Trailer.



Alfa Romeo Selection of the

Month for August 2014.

Car Name: An Alfa GTV running abreast with other vintage cars at Sebring.



Recent Events

Photos from the National Alfa Meeting in Detroit provided by John Rady



Whitefish Point lighthouse.



Tahquamenon Falls State Park



More scenic vistas

More Photos from the Detroit National Convention:





More Upcoming Events:

The Florida Suncoast MG Car Club will be attending the Bronx Wanderers in Bronxmas performance at Ruth Eckard Hall December 14, 2014 at 1PM. Tickets \$18, \$25, or \$35. For tickets: www.rutheckardhall.com. Followed by dinner at the Grind House British Pub at 1500 McMullen-Booth Rd. Ste. A13, Clearwater 33759. RSVP by Dec. 7th to Dennis Magee, dmagee@ij.net Questions: 727-385-1188




ACTS, INC. PRESENTS


THE BRONX WANDERERS


A Father • Two Sons
Living the American Rock N' Roll Dream

**NICKY "STIX" • YO' VINNY
VINNY "THE KID"**

Quite possibly the best two hours of 50's, 60's & 70's
rock n' roll that you will experience on one stage!

 @BRONXWANDERER

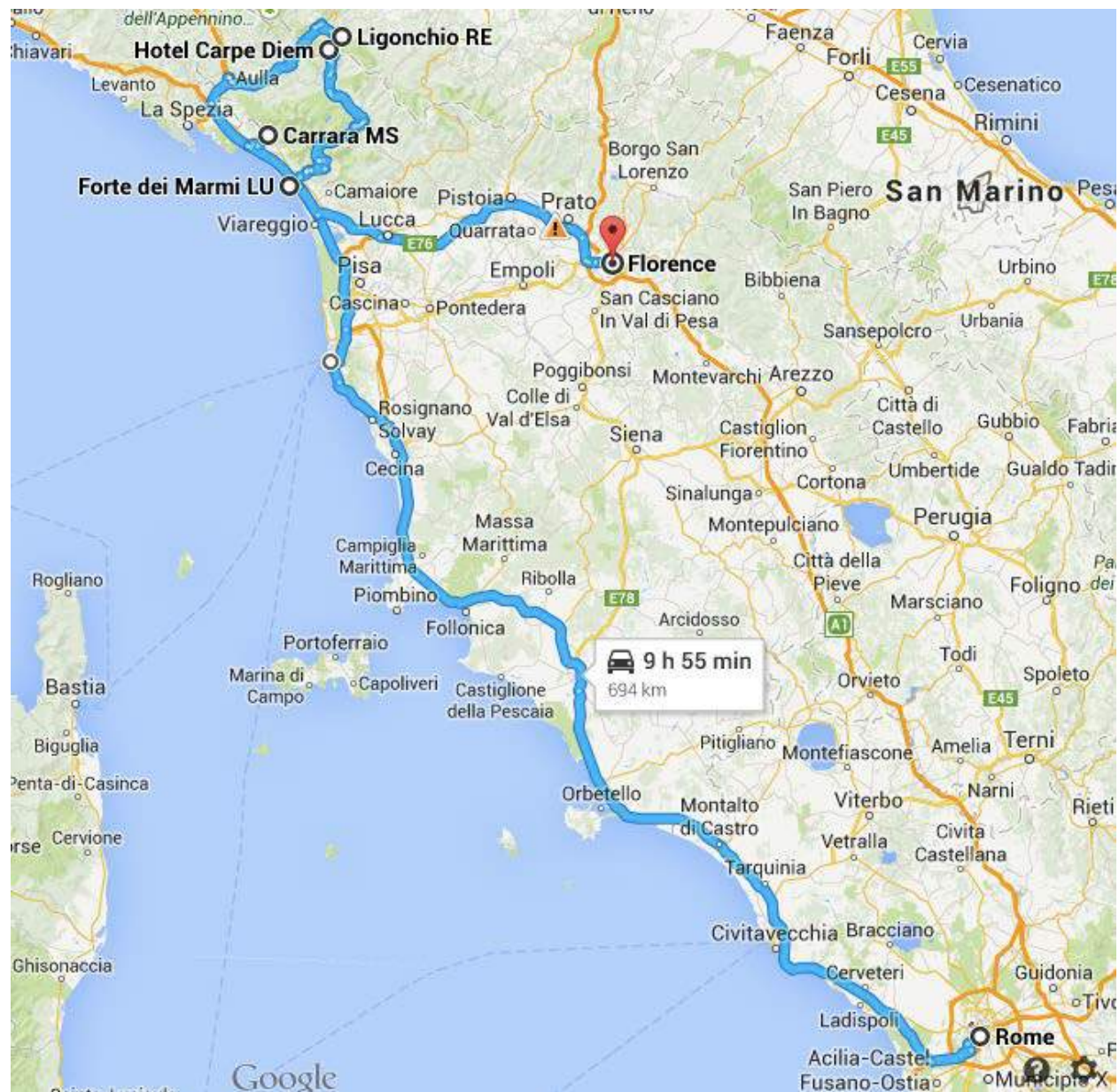
 The-Bronx-Wanderers

 <http://www.thebronxwanderers.com>

The Ultimate Soundtrack of Rock N' Roll!

Part 4 – Tragedy and Transformation American Family Across Europe in a Lancia Flaminia –

This installment is dedicated to Antonio Bertini. Our adventure continued on Friday, June 6, when we checked out of our airy apartment in Rome and drove to Forte di Marmi, where we planned to meet up with the Modena Cento Ore Classic rally for their final day of racing. This is one of the few classic car rallies I know of where roads are closed to the public for the cars to perform at speed. There is a full competition group and a regularity group.



It was still scorching hot and the electric fan helped a lot with the overheating in traffic, but the carburetor adjustment didn't do anything to help the stalling at idle, so we rolled into the driveway of the Augustus Hotel & Resort with me still heel-toeing the brake and gas just to keep the car running.



The first rally car we encountered on our way into Forte was a Porsche 911 driven by a Swiss/Hong Kong team. They were part of the regularity race, but had decided to leave the pack early for drinks and cigars. We arrived at the hotel at the same time as them, just before the competition cars began rolling in, and it was a fun experience as the 5 star hotel's parking lot turned into a paddock and the teams started working on their vehicles.



Some of the standouts that evening were a beautiful BMW 328 Roadster from 1939 and an Alfa Romeo 8c Spider Zagato. There are always more 911s than any other model car at these events, but there were also Jaguars, Ferraris and a Marcos 1800 GT. The Marcos stood out for me as I had never actually seen one in person and always liked the look of them when I saw them on BAT, but also because this one looked like it had been beat to hell and was literally being held together by duct tape. The Marcos team, headed by Antonio Bertini, was deep into some serious repairs and we had a brief friendly chat. It's interesting how some teams handle all their own support while others have dedicated support staff and vehicles. If you pick the right car for your budget and experience, I think you can make it work either way.

I had my own mechanical issues to resolve, but didn't get very far aside from getting advice from one of the mechanics about adjusting the float height in the carburetor. That night, the rally organizers hosted a spectacular buffet dinner on the beach and groups of car lovers talked into the night.



At 9am the next morning, we all showed up in Marina di Pietrasanta for the start of the next stage, only to learn that due to an unexpected road closure, we would be convoying with police escort part of the way. We finally got to see all of the cars and there were some real beauties including a Lancia Aurelia B20.



The competition cars drove off in the first convoy and we drove off with the regularity cars. Unfortunately, there was very bad traffic and we stalled out almost immediately, so we were left behind while the convoy went on its way! So disappointing to lose them so quickly!



Not knowing where they were jumping to on the map, we tried to follow the original route, only to discover that the road was indeed closed. Finally we caught back up with the pack deep in the mountains at Passo Pradarena, where they were finishing the time trial stage before cruising to our lunch destination in Ligonchio. It felt great to be back in the thick of things as we headed down the other side of the mountain with a small group of incredible cars.

Our exhilaration ended abruptly. As we came to the end of the pass, we saw a lot of commotion on the road ahead and had to go very slow through the next few switchbacks. Around the next bend, there was a small group of emergency personnel and, beside them, one of the scariest things I've ever seen on a mountain road; a set of black skid marks going straight off the side and into the steep, rocky forestland below.



We and the cars in front and behind us were forced to continue on, not knowing what to think, but with a deep pain in our guts. We pulled into the lunch parking area five minutes later and quickly learned that the Marcos had been the car to go off the road. Soon after, it was confirmed that the driver, Antonio Bertini, had died almost instantly. Shockwaves went through the lunch hall, and nearly everyone was in tears. The remainder of the rally was cancelled. We had been invited to attend the presentation of cars and award ceremony in Modena, but as relative outsiders to the group, we felt it would be better to push off on our own towards Florence a few hours earlier than planned. We departed the tragic scene in silence. Death at any classic car event is a rare thing, but unfortunately it is always a possibility, no matter what car or road you are driving on. This accident was a horrible reminder of that, and particularly saddening as it happened just minutes from the lunch break.



The heat was extreme by this point in the day and we weren't thinking straight, so we got extremely lost trying to get down out of the mountains and encountered yet another closed road before finally getting back on track, but not without getting a flat tire! (I think the old tires just couldn't handle the switchbacks, but luckily that one held out till we got to the bottom of the mountain!). Fortunately, we were carrying a spare, and even more fortunately, found a mechanic in Carrara that was open on a Saturday (a rare thing in Italy!) Changing the tire was the easy part, but the car took 45 minutes to start again. While we were waiting, the owner dragged me into the back room to show me his Lamborghini Urraco, which was in pieces waiting for that restoration that will most likely never come.

It was still very hot as we eventually pulled into Florence and the car died just in front of the apartment, refusing to start until it had cooled way down later that night. Francesco had found a top notch Lancia expert there, but it was Saturday and no one was picking up the phone at the shop, so I sent an email and parked the car in a nearby lot. It ended up just sitting there for four nights as the expert turned out to be out of town on another rally and the shop was too busy anyway.



We headed back toward Milan on June 11 with classic car specialists Officina Girola lined up just outside the city in Saronno (again Francesco working his magic!) and made it there after a long, hard, hot and sweaty day. We knew we were in the right place when we rolled into a garage full of great classics in a wide range of repair, including a Maserati Quattroporte that looked like it had been under water and an amazing collection of old Formula race cars. I was convinced at this point that the carburetor was the source of our problems, but the shop manager (who spoke no English, but whose family owns a Flaminia Sport Zagato, so he spoke with great confidence in Italian I couldn't really understand) told me right away that it was the compression in the chambers and the car needed a valve adjustment. They checked the compression and one of the chambers had almost none, so I let them have at it.



I rented a little Fiat 500 so that I could get around Milan, and dropped my wife and son off at the airport the following morning (they were off to Portugal for 9 nights of classic car detox). The shop only had so much capacity to work on the car since they had a lot of cars to get ready for the coming weekend, (I was really lucky they were willing to take me on at all) so I helped out by taking the oil cooler to get cleaned out and resealed (it was dripping oil like a faucet) and picked up new spark plugs, cables and a new main rubber hose for the radiator from M.A.R.A., a small auto parts shop specializing in classic cars that all of us would love to live next door to.



Two days later, the guys at Officina Girola had the car running great. I couldn't believe how much more powerful the engine felt – it was like I gained 20 more horsepower easily and I could suddenly take the car up to 150-160 km/hr without even putting the pedal to the floor. Most importantly, I could take my foot off the gas at stop lights and tool booths! In addition to the valve job and oil cooler refurbishment, we had sourced a complete set of slightly used but much better Michelin tires, adjusted the carburetor and the clutch pedal, changed out the spark plugs and the leads and done a full service. The car was transformed.



They did say I should replace the radiator at some point, that the valves would need to be adjusted again and that the car was missing the right and left steering stops so I should not turn the wheel too far, but otherwise gave it a clean bill of health, and I hit the road for Turin, on my own for the first time on the trip. On the way there I saw one of the worst auto fires I have ever seen, a car literally engulfed in flames, another reminder that accidents can happen so easily on the road. Once in Turin, I had work to do, but I made time to go in search of the Lancia factory. It was a depressing journey as I drove around the ruins and under the old Lancia tower, but saw not one old logo or other sign of the great car company that had once been based there.

After Turin, I headed to Zurich to meet some colleagues before Art Basel. The car was running fantastic and the drive from Turin through the Italian and Swiss Alps down to Zurich was just spectacular. Zurich is one of the few cities aside from Los Angeles where I always see amazing classic cars on the road. After a good night of work and a cruise around the lake the next morning, a bit of comedy ensued as I endeavored to load two business associates and their oversized pieces of luggage into the car (which still had a car seat and most of my wife's luggage in it) for the ride to Basel. In the end, the spare tire made its way into the back seat alongside one of my passengers. And then we were off! We arrived in Basel not long after, and I parked the car across from my hotel, where it would remain until the end of the week, when I was due to drive back to Zurich to collect my wife and son from the airport. At this point, I was feeling very good about things, and had no premonition of what was to come the next time I got behind the wheel!

Vintage Race Car Article – Excerpts from the June 2006 article:

Giulias from Giuliettas – The History of the GTA and GTAm

The return of Alfa Romeo to international sports car racing and ultimately to Grand Prix competition in the 1970's (after departing the scene in 1953) can be traced back to one car, the Giulietta Sprint Zagato. This was Elio Zagato's brainchild and grew out of his own enthusiasm for and, talent at, racing. These cars did very well in the hands of privateers in both racing and rallying, and were at their best where top end performance and endurance were essential requirements. Between 1958 and 1963, these SZ's scored important class wins at the Targa Florio, Monza, Daytona, Sebring, and at the Alpine Cup Rally, which they won overall. The 1,300 cc engines were very quick but the Giulia model had been introduced and in 1963 it was the Giulia Tubolare Zagato or TZ with a larger 1,570 cc motor that became the racing successor of the SZ. The TZ had a tubular space frame with independent rear suspension and beautiful Zagato bodywork. The cars would be at the forefront of Alfa Romeo's reappearance in sports car and GT racing.



The existing regulations meant that at least 100 of the TZ model had to be built to be homologated into the sports category. The construction was thus contracted to a small company in the Udine, in Northern Italy, which had been specifically brought together for the task. The Chizzola brothers, Lodovico and Gianni, had been running a tuning outfit called DeltaAuto, and with Carlo Chiti became a founding partner, this became AutoDelta which was the Alfa Romeo racing division for many years. Alfa also had a development center in Milan, did the additional race preparation of the TZ for privateers. AutoDelta later moved to Milan under the direction of Chiti, and the racing program expanded dramatically into sports cars with Tipo 33 and, of course, into touring car competition on a large scale



The popularity of touring car racing, and the luxury of having a good touring car, which would also do well in endurance events, brought about the birth of the GTA. The GTA was based on the production Giulia Sprint GT, the Bertone bodied 105 series coupe. On reflection, understanding the evolution of the Bertone coupes is very difficult indeed, as there was a very large list of variants, with numerous engine capacities, over a long time period. The Sprint GT had the easily

recognized “step-front” nose, with the leading edge of the bonnet raised slightly higher than the front panel. The GTA’s were thus recognized by their “step-fronts,” though in typical Alfa Romeo fashion, there were exceptions and with later mods, not all had this unique step-front. Many of the next level GTAm cars had the step-front, but then again, some did not. I hope you are following this!



Just what was the GTA? The basis for the GTA was standard Sprint GT which had been seriously lightened, or “alleggerita” in Italian. Everything that could be removed, especially all the sound-deadening material in the production Sprint GT, was duly removed, and the steel panels were replaced by alloy, as were the wheels. Some 200 kilos were saved this way, and in combination with a more powerful engine, The GTA was very much a transformed machine. The GTA unit was fitted with a twin-plug head, had larger valves and a 9.7 to 1 compression ratio. The first cars produced 115 bhp and had a top speed of 115 mph. The cars raced by AutoDelta were developed even further, were 45 kilos lighter, had a 10.5 to 1 compression ratio and produced 170 bhp @ 7,500 rpm. These cars also had a limited slip diff, an antiroll bar, stronger suspension and extra oil coolers.



The GTA's were enormously successful through 1966, 67 and 68 especially in the hands of drivers like Jochen Rindt, Andrea de Adamich, Toine Hezemans, Nanni Galli, Ignazio Giuti and Teodoro Zecoli, having memorable scraps with Lotus Cortinas of Sir John Whitmore, Jacky Ickx and Frank Gardner. In long endurance races, they were sometimes only beaten by the overall winning Porsche 911s.



The GTAm

Group 2 touring car racing was another place where the GTA was doing very well in 1966 and 1967, but Group 5 allowed much greater modifications to a standard car. In 67, Alfa decided to put 10 GTAs aside and convert them to Group 5 rules by means of supercharging, using twin turbine-driven blowers. The engines in these GTA-SA racers could produce a staggering 220 bhp @ 7,500 rpm, with a top speed of 150 mph.

The so-called standard GTAs won the European Touring Car Championship in 1967 for the second time, with Giunti also taking the European Hill Climb Championship. The GTA won the ETCC again in 1968, and was joined in that year by the GTA Junior, the 1,300 cc version of the GTA. Between 1968 and 1972, 447 of these cars were built of which some 300 were built as competition cars. Like the bigger 1,600 cc GTA, the GTAJ got the same AutoDelta treatment for selected customers with engine and suspension improvements.

In January 1968, Alfa Romeo presented to the press a Berlina version of the new 1,750 model, another Giulia, with a larger engine. Like the earlier Giulia saloons or Berlinas, this one was rather square in shape but, with the larger 1,750 cc engine, the performance was impressive. In July, four of these cars with the saloon body ran as Group 1 standard cars in the Spa 24 Hour race...and took the first four places. The coupe 1,750 GTV then followed into Group 2, 3 and 5 races, all being modified to suit the class rules. From the moment the 1750 GTV was homologated into Group 2 in April 1969, extensive changes were made to the basic 1750 chassis and components to make it more competitive and successful. This included increasing the engine capacity to 1,985 cc as Group 2 allowed engines up to 2-liters. The bore was increased from 80 to 84.5 mm and the stroke of 88.5 mm was retained. The respected historian Hull and Slater state: "As it was still desirable for publicity purposes to link the car with the production 1750, the little "m" was placed after the GTA signifying *maggiorat* or enlarged, hence the GTAm."



There were two consequences of this event: many people considered the GTAm to be a modified GTA, and that the “m” did indeed stand for *maggiorat*.” Tony Adriaensen and subsequent historians, including the author, contest this. To some extent this is an academic argument, as the basic Giulias were all very similar, Adriaensen contends, “The GTAm was nothing more than an improved version of the standard GTV.” Chiti had the GTAm homologated in its own right, though that was not strictly necessary as the rules allowed generous modifications. The use of Spica injection did not present and problems in the process of homologation as more than 1,000 cars (the 1750 GTV USA) had been produced with Spica fuel injection for the American market. It was indeed the elaborated GTV, which was homologated, not a GTA. The papers for this model had several pages listing the GTAm modifications including the special cylinder head with twin ignition.



Adriaensen: "It is said the letter "m" stands for the Italian word *maggiorata*, which means increased and refers to the cylinder contents increase from 1,600 to 2,000 cc. I myself choose to believe another explanation, namely "American" since we are not dealing with a GTA at all. The "A" normally stands for *alleggerita*, which is the Italian word for "light weight" by making use of aluminum bodywork. In this case the GTAm had standard, full-steel coach work modified with aluminum and/or plastic parts." Of course, it was not beyond the realms of possibility that Alfa Romeo was happy to have "GTAm" met both sets of definitions to appeal to a wider audience, and even within the company there have been times when different people explained such phenomena in completely different manners!"



The standard 1750 block was the basis of the GTAm engine, and some cars did indeed race with the smaller capacity head. But most engines were quickly built to the large spec between 1,985 and 1,999 cc. In the 1,985 cc unit the bore was increased but the stroke remained the standard, but by using this process of enlarging the bore, the four cylinder liners no longer fit into the engine block. This led to the liner being cast as a single unit. The so-called Siamese liners or mono-sleeves, which were unique to the GTAm. These were actually glued into the block with Araldite. Smaller pistons were also required.

To confuse the issue even further, the GTAm's were homologated with the alloy doors and door handles of the GTA but not all GTAm's had them! Indeed, by 1972, there were GTA's with narrow and wide bodies, GTAm's with wide bodies and then the GTAm Junior with the wide body. The "step-front" nose distinguished most, but not all, cars, and most GTAm's had a single headlight on each side...but not all! Thus, at a race where all models were present, only the very knowledgeable could tell what the car passing in front of them really was.

Up Coming Events

August Events

No Club Meeting this Month

Suncoast Porsche Cars & Coffee – Sarasota – August 2nd

DuPont Cars & Coffee on August 16th, 7-9AM

September Events

Suncoast Porsche Cars & Coffee – Sarasota – September 5th

Club Business Meeting on September 11th

DuPont Cars & Coffee on September 20th, 7-9AM

Sarasota Automotive Car Museum – September 13th – more details to follow

October Events

Suncoast Porsche Cars & Coffee – Sarasota – October 4th

Club Business Meeting on October 9th

DuPont Cars & Coffee On October 18th, 7-9AM

Ft DeSoto Car Show & Picnic – October 12th

November Events

Suncoast Porsche Cars & Coffee – Sarasota – November 1st

Club Business Meeting on November 13th

DuPont Cars & Coffee on November 15th, 7-9AM

VIVA Alfa Car Show (Celebration) – November 14th

December Events

No Club Meeting this month

FAC Holiday Dinner Party at Alfano's on December 6th

DuPont Cars & Coffee on December 20th, 7-9AM

Up Coming Event: More details to follow on this event soon. Let us know if this sounds like something the club would like to do.



November 13-16. 2014

TICKETS ON SALE NOW



Tent camping and RV spaces are available on a first come first served basis:

Created in celebration of the legendary 24 Hours of Daytona enduro that began in 1966, this classic event is open to all significant sports cars from 1961-2010. Rather than race around the clock - a massively daunting challenge even for contemporary race teams - the event offers six different run groups in both daylight and night ime race sessions to provide the full Daytona 24 experience with only a fraction of the wear and tear.



Besides the Classic 24 run groups, the familiar HSR run groups will be present and racing in their own separate events. The five-day schedule includes a test day on Wednesday, qualifying and practice on Thursday, qualifying and HSR racing on Friday, HSR and Classic 24

racing on Saturday, and Classic 24 racing only on Sunday. Beginning at 1 pm on Saturday, there will be 24 nonstop hours of Classic 24 racing, one run group at a time. Trans-Am cars also figure in the action with their season finale Saturday morning.

www.classic24hour.com

FEATURED PARTICIPANTS

Some of the cars entered can be viewed on the page below.

[CLASSIC 24 HOUR FEATURED PARTICIPANTS](#)



Cars for Sale:

Note from the Editor: This is an area of the newsletter we would like to expand to include detailed vehicle descriptions and High Quality photos of member's cars for sale within our region or beyond. From time to time we will also include Alfas for sale that were spotted that we feel would be of interest to our members either to purchase or simply comment on. Coming soon will also be a Focus area dedicated to our Members personal cars either fully restored or till in restoration. Send us your photos.

Shops of Interests to Vintage Car Owners in the Area

This month's Focus:

Send us details of a shop that you recommend and we will feature it here.

Sponsors and Advertisers:

With the introduction of the new Alfa 4C, the Florida Alfa Club is actively working with several Alfa/Fiat Dealers in the area to assist with their marketing efforts to attract attention to the new car. We have offered to bring several of our vintage cars for display at the dealer's lot during the 4C kick off events. If you are a dealer or know of a local Fiat/Alfa dealer that would like to offer this service as well please contact me at the number below to discuss scheduling such an event.

Frank Mann

PH: 727-254-9723

fmann1@tampabay.rr.com