

Here is an overview of my race car which is up for sale. It is a 1966 Alfa Romeo Spider Duetto. - Located in Wisconsin (Milwaukee area)

I have sought advice from several knowledgeable Alfa Racers and Vintage mechanics and developers whose names you would likely recognize. As a result of this consultation and for other reasons, I am pricing my Duetto at \$42,000 (Of course, this is a mere fraction of what has been invested in the car. I recently spoke to Dan Wilke of Yard Racing about a suggested price; Dan is my racing mentor and oversees my car along with many other race cars. He is intimately familiar with the car including familiarity racing the car. Dan has had a lot of experience with the cars in his stable, a wide variety including Brian Starks GTV, Lolas, Devons, #2 350 GT Mustang, Chevrons, and many more; however, he is especially impressed by this Duetto. His immediate suggestion was, "Oh, that car is worth at least \$40K all day." He then went on about the car for awhile regarding the car's attributes as if I needed any convincing. His immediate response at that moment was subjective; we did not focus on objective characteristics. The car is simply beautiful and a joy to drive; for me it is the eye full that impresses first. Objectively, it is ready to go fast.

I have my car at YARD RACING. Dan Wilke will be pleased to speak to you about the car. Tele : 414-0453-2440 See attached photos.

GIVEN THE SUBJECTIVE : It has been my happy pride to see our car drawing a crowd (OK, 4 to 7 at a time). Cameras always come out not only to photograph the body but the engine bay as well. It is fun as well to go through inspection. Techs love to do this car; they tell me that it is simply one of the tidiest race cars they deal with. They smile when they see me coming and always point out how pretty the car is. Strangers have sought me out to point out how good the car looks on the track. The most common comment is, " It is the best looking car here." (OK, This comment is more common at a Midwestern Council event than at the "BRIC." ;-)

The car is utterly without rust or body filler. It is absolutely straight and undamaged. In making the transition to a dedicated race car, I tried to maintain the integrity of the car and its aesthetic appeal. As the car was evolving, I encountered several racers saying, "Why bother; It's only a race car." I appreciate that one cannot drive "pretty", even slowly; however,

aesthetics have always been a priority with me. While I did not lose my mind over it, I did as much as I could get away with to make it an Eyeful. Those who made the above expression regarding "only a race car" are now true believers.

SOME OBJECTIVE DETAILS : The car has had a well thought out and highly functional rear suspension set up built by Yard Racing. Before this work I experienced occasional rear wheel slip; now the car sticks beautifully with no oddities whatever in handling. Concurrent with the design and with my insistence, no damage - cutting out of metal, etc. - has been done to the trunk in the design of our suspension improvements. The car is fast and handles beautifully. It offers no surprises. The car offers a great deal of performance right off the line; a decent driver can run an impressive race. Driving my Duetto up the hill and through the rest of the straight-away at Road America is particularly exhilarating as it pulls and pulls and pulls.

Of course, the fuel tank is collision safe. The fuel tank has been converted to "fuel safe" rather than having a separate tank installed. Doing this avoided structural modification to the trunk area. As you will see in the photos, a dual fuel pump system has been installed in the trunk.

The differential is a Limited Slip and has been professionally set up.

The car has an Accupump pre-oiler installed.

The roll bar assembly is Yard Racing built. It is removable. It includes a permanent welded bar which extends invisibly from sill to sill under the dash board. This, of course, greatly enhances torsional rigidity.

The engine is a 2 liter and includes Corello rods. it has a 12.5 to 1 compression ratio.

Carburetion is by Weber 45s. The engine has headers installed of course.

The engine runs exceptionally well. There are many races left on this car before anything beyond maintenance will be needed.

A lightweight Alfa Romeo racing starter motor is installed.

The car is fitted with a shift light which is set at 7K RPM. The engine

effortlessly and effectively turns beyond 7K; I have reserved 7K+ RPMs for very special situations where another 500 RPM or so would mean passing a car before a turn. (As a matter of fact, the engine has more in it than another 500 RPM.) However, in this context I have been in the habit of shifting at 6500 - 7000 RPM. The car is wonderfully torquey and offers a lot of pull without going beyond that. But more is there if you need it.

The transmission is an Alfa 5 speed with full synchromesh. It has a close ratio gear box set up by Mike Besic and is a smooth and precise joy to use. As you can see from the photos, it also has installed a short-shift system which is wonderful.

Aside from the racing tires mounted, other tires and wheels are also available.

The braking system is superb. The Dunlop brakes have been updated to the ATE brakes and have been fitted with slotted discs - not drilled.

Needless to say, the engine is fitted with headers and a well conceived YARD exhaust system from headers back. Photographs of the engine bay should reveal details of cooling and so on that I will not mention here.

CHAMPION : My car has won the 2007 SVRA Class 3 Enduro Championship. Most photos are 2007 This has been accomplished in part because we did not stress the car and because it is simply a fine and well prepared race car.

TRAILER : I have an 18' all aluminum enclosed trailer available. It is equipped with a trailer length awning. It has a new socket system. This front tongue system is raised and lowered by auxiliary battery power rather than by manual crank. In addition it has a high power winch installed along with a tire carrier and other odds and ends. Best of all the trailer has a special raised track which allows one to easily hook up restraints and to work comfortably under the car.

This trailer IS NOT part of the package. It is such a nice trailer system that I intend to keep it. However, if a party who buys my Duetto is interested in making a significant offer on the trailer, I will consider its sale.

I am sure that I have neglected to list several interesting details which will

come to me later.

CONTACT : If you wish to speak to the person who has overseen my car and other race cars in his stable, call Dan Wilke at 414-453-2440. He is familiar with all aspects of the car.

THOSE WHO HAVE TOUCHED MY CAR : The paint work has been done by Mark Kraus. At my insistence he treated the Duetto more like a show car than a race car which is his natural inclination anyway. Beyond that, mechanicals have been taken care of by Yard Racing, Riena International (Lorenzo and Ignazio only), Mike Besic Motor Sports (Mike races a Duetto), and Rex Chalmers of AlfaSport.

TRACK AND STREET : With little detailing - if any - the car can be street legal. I have often driven the Duetto to car shows in the general area : Elkart Lake, etc.

Thank you for any help you might be in advertising this car. I will not advertise it beyond this list for now. Afterwards, soon, I will make use of Ebay and other appropriate sites.

Best wishes,

David















