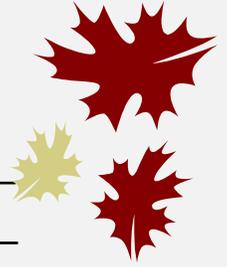




La Voce

September 2006

newsletter of the delaware valley alfa romeo owners club



A Great Alfa Summer

It's hard to believe it, but the summer of 2006 is officially over. During those months, the DVAROC had ample opportunity to frolic in the sun with their favorite cars.

In July, we had another successful rally and picnic in Ridley Creek State Park. This year, in addition to the Alfas, we were joined by Thad Kirk, president of the local Fiat Lancia United

club. The ralliists were treated to another challenging drive through lovely southern Chester County countryside. In order to make the event a bit more lively, two different sets of directions were used. While that worked like a charm to keep contestants from following one another, those that got the "B" set had to use their wits to overcome a left that was meant to be a right. Despite that obstacle, everyone finished remarkably close to the target times. When the dust settled, it was Pat Carzo in his surrogate Alfa that took the trophy. He will remain our Driver of the Year until next July. All in all, this summer fixture of an event was great fun. We hope to see everyone back next year, and a few more. (Continued on Page 4)



A 6C 1750 at the 100 Cars of Radnor in September

Mark Your Calendars!

October 22 Fall Picnic, Brookside Farm, Paoli, PA

November 5 Fall Tour, Bucks County, PA

Bob's Babblings

Events With summer over, it's time to focus on fall and some of the best DVAROC events of the year. First up, is our annual picnic. As most of you know, this is by far, the biggest and best event of our year. Once again, the Wessells' have invited us back to Brookside Farm for an afternoon picnic. I hope you won't miss this one.

Next, in November, we'll hold our fall tour. This year, Jack Stoll is out-doing himself, but plotting out a rally. This should be great fun and will finish with a lunch that's sure to please. Come and join us as we rustle the falling leaves.

Finally, our last event of the year will be another round of karting. Those who've been with us the last two years know what a great time this is. I guarantee plenty of thrills and know you'll leave with aching arms but begging for more.

Transitions Every month or so, I get word from another DVAROC member that he or she is "moving on." Recently, I received correspondence from a long time Alfa owner who traded Italian for a Lotus Elise. I really can't say I blame him. The Elise is a great car. To his credit, he intends to continue to be active in the club.

We really need to work harder at bringing new members into the club. We have a lot to offer, with events throughout the year, and an excellent network of fellow Alfisti who are always willing to lend a hand or share a story. Please, do your best to promote the club to other Alfa owners, and would-be Alfa owners. After all, the more the merrier!

La Voce Of course, just when I brag about La Voce being published more frequently, the other distractions in my life prevent me from getting it out. I want to extend special thanks to Ed Jones and John Jeffries for providing substantial content for this edition. Without them, I would have been in a severe pinch.

Elections It's going to be that time of the year, again. At the fall picnic, we'll be holding our annual elections for officers for the club. After talking with the DC chapter about some of their recent changes that have made it more vibrant, I'm thinking more and more that we need some additional officers. I would be delighted if a few of you could spare some time to contribute to the club. We could use help organizing events and developing a more full calendar. I could certainly use help with the newsletter. And, the club could benefit from some revenue either through advertising or some other creative means. So, as October approaches, please consider taking a more active role in your club.

Standard web plug and email Address Plea If you haven't been to our website, please visit it from time to time. Its address is: www.dvaroc.org. To get up-to-date information on club events, please get on the email mailing list. To do so, contact me at: mpbrady@verizon.net

Get out and drive! -bob

Classifieds:

'62 **Giulietta Spider** - I have been so busy and my car just sits in the garage except for an occasional short drive. It deserves better. New brakes, exhaust, filters, radiator. Also I have brand new seats put in from re-originals, new door skins and hardware. A new top that just needs a wood bow in place. dual webbers, 5 spd, red with red and black interior. seats are black with red piping. New tires, hubcaps, and front

grill. The trunk near the battery has had new metal put in. The gas gauge does not work and neither does the speedo. The front bumpers and eyebrows need replating. I am asking \$8,500.00. This was the price I paid before all of the work was done to it which was not cheap. New seats alone were \$2500.00. A decent driver. Chris - 610-503-2338 (w) 610-323-6577 (h)

81 Spider Veloce- 85,000 miles red, great condition. Garage kept. Rebuilt spica fuel injection last year. Great runner. Hate to lose her but want someone who will cherish the car. \$8500 Charlie Mest- 215-816-2479

1984 Spider Good Condition, 89,000 miles, \$3200. Randy 609-261-7547, randymo9@netzero.net

1974 GTV, Regretfully, I am offering my little red GTV for sale. It is a fast, competitive, reliable time trial car as well as a lovely street car. For more information and photos, see:

<http://www.dvaroc.org/For%20Sale/Bobs%20Sale.htm> \$13,000. Bob Brady, 610-925-1837.

1981 Spider, runs great, recent inspection, cream with brown interior, no cuts in seats, worn looking...top is good, need window...new tire, new quad rims...118k miles.. call for more info, pics,, South Phila...Rob Simiriglio 215-380-6143

1983 GTV-6 19K miles Silver/Blue, Bill Conway, 973-839-9239 billconway@comcast.net

1992 Alfa Romeo Spider Veloce. It is in FAIR to GOOD condition. (I value it at that so as not to over- estimate it. It runs beautifully, but it does have a chip or two in the paint. Heck, the speedometer WORKS! :-P) You can see some pictures here:

<http://homepage.mac.com/amichalski/PhotoAlbum21.html> Please call me at (877) 444-6188 (That's toll free. I am in Wilkes- Barre, PA.) and we can discuss it. Asking \$8,000

'91 **Black Spider** 23K miles, 2 tops, auto \$10,000 '86 Black Graduate good condition \$5,000 '84 Black GTV6 good cond. \$3,500 '91 164L auto good condition...\$2,500 '69 Jag 2+2 good condition.... \$10,000 2 SeaDoo ('89 & '91) with Trailer...\$3,500, Various Hub caps , Misc. parts - Timing belts, Bearings, Sway bars, Gears, Steering , Glass, Clutch, Shocks, Emblems Send part number of item needed and I'll look it up. Pat Carzo 302.575.0725 or pcarzo@carzoandassociates.com

1975 Spider. good body rebuilt engine. aftermarket headers and rollbar. spare set of camponola wheels.\$5000. Randy (609)-261-7547.

1984 Spider Veloce Silver w/ blue leather, 5 spd, 42K miles. , good condition, Same owner since 1994. Recent full service by Falcone. New canvas top, leather seats and clutch. Paint good, some minor chips and dings. Some rust on rockers. \$5900 OBO. Call for pictures and records. Tony (610)878-4547. anthony.villano@zlbbehring.com

Wanted: A 1962-65 Giulia spider or Speciale. It must be a nice car that I can get into and go for a drive or club activities. I'm too old for another project. This is a very serious inquiry from a Alfa member in N.E.Ohio. Please contact Joe at 440-895-1358 or jjweh@peoplepc.com.

1993 Alfa 164 L, Dark Green/Tan, Auto, 100k mi, Purchased new from Algar, all service done at Algar or Sals w/ recpts, car is in exc shape cosmetically and mechanically, paint looks new, no accidents. Dave 302-993-7800 or davidbeck@sprintmail.com \$7500.00.

1962 Giulia Spider needs total restoration or for parts. \$1000 obo, Jeff Kollar, 610-746-0317

Giulietta, Giulia Spider, Sprint, SS Parts: Engines, Veloce bits, trim, body, interior. Call for details. Jeff Kollar, 610-746-0317

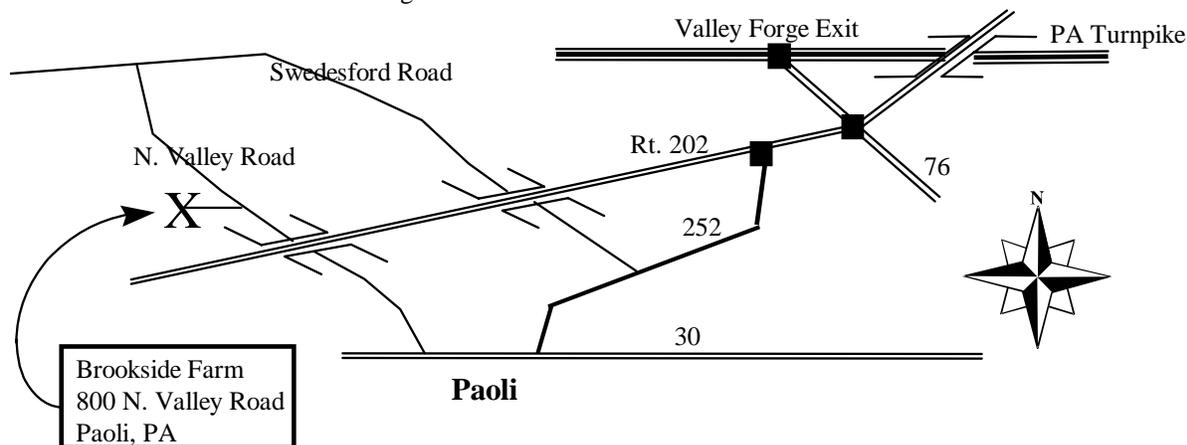
NOS Parts I have hundreds of NOS Alfa parts. Most are 105/115 series parts, but I also some 101, 102 and 106. In addition, I have a couple 1750 engines as well as some spare 5spd transmissions for sale. Contact Bob Brady 610-925-1837, mpbrady@verizon.net for more information.

Car Storage: I have Barn Storage space available for rent. Winter storage for your Spider or that project car you don't have time for. Dry, clean and secure at \$95 a mo. Located south of Bethlehem just across the Bucks County line. Domenick Billera, 610-838-9970

Events Calendar: * Indicates DVAROC Event

*October 22 -DVAROC Fall Picnic - Brookside Farm - Paoli, Pa

Fall is picnic time for the Delaware Valley Alfisti and their friends. Join us at the Wessells' Brookside Farm for a wonderful afternoon among beautiful cars, lovely scenery, and an outstanding group of people. The event will start at 12:00 and finish around 3:00. In addition to gathering our cars together on the lawn and eating lunch, we'll hold our annual elections. Gourmet bag lunches will be available for \$10. Choices are: Roast Beef, Turkey, Ham and Cheese, Chicken Salad, or Curried Chicken Salad on Wheat, Sourdough, Croissant or Focaccia. Lunches will include a pasta or potato salad and a desert. Drinks will be provided by the club. If you can't bring your Alfa (or don't presently have one), bring a part, picture, or emblem. Or, borrow one of my Alfas for the event. Please **RSVP by October 20** and place your lunch orders with Bob Brady at: (610)925-1837 or mpbrady@verizon.net If you get lost, call me at: 302-420-6529. Don't miss this great event! See directions below:



From the PA Turnpike:

Take Exit 24, Valley Forge. Go South on 76. Exit onto 202 towards West Chester (not towards King of Prussia). Exit onto 252. At the light, turn left and go under 202. Just after the underpass, 252 veers right. Follow 252 South to Swedesford Road (traffic light). Turn right onto Swedesford road. Drive under 202 again. Turn left on North Valley Road. 800 N. Valley Road is about ½ mile on the right. If you get to another underpass, you went too far.

From Route 30:

Drive to Paoli. In Paoli, turn on to N. Valley Road (the Paoli train station is on this road). Follow N. Valley Road North. Drive through an underpass. 800 N. Valley Road is about 200 yards from the underpass, on the left.

***November 6 – DVAROC Fall Tour and Rally – Bucks County, PA** Jack Stoll is putting together another great tour/rally of Bucks County and New Jersey along the Delaware river. We'll start near Lake Nockamixon and head towards the river. We'll also be stopping for lunch at a restaurant TBD. Contact Bob Brady at (610)925-1837 or mpbrady@verizon.net by November 4th so we can get a headcount for lunch.

November 17-18 – COMSCC Time Trials – Lime Rock, CT While racing in November in Connecticut can mean changing track tires for snow tires, this might be the last chance to get some track time in 2006. If you're interested in going, contact Bob Brady at: (610)925-1837 or mpbrady@verizon.net. That might be just the incentive I need to go.

***December 10 – Indoor Go-Karting – Pottstown, PA** Too cold to drive your Alfa, try honing your driving skills on some indoor go-karts. This is really a lot of fun. Contact Bob Brady at (610)925-1837 or mpbrady@verizon.net by December 9th for times, directions, costs and more information.

Other Events???

If you have a particular interest, know of an event that might interest other Alfisti, or just want to get involved, please contact Bob Brady at: 610-925-1837 or mpbrady@verizon.net



Sunday
Brunch in
Ottawa
Canada –
Ed Jones

Summer Wrap –Up (Con't from Front Page)

Alfas Dominate New Hope - The New Hope Auto Show made its return this year after several years of hiatus. Apparently, the organizers were trying to control the field size (or car quality?) by limiting the number of show cars to 250 each day. This tactic worked a bit too well, as there were plenty of spots open on Saturday, when the Alfas were shown. It didn't matter to the Alfa community, though, who were more than twenty cars strong. Unofficially, we were the largest contingent of a single marque; amazing! Everything from Giuliettas through Milanos were lined up along the only shaded showing area. When the judging was over, the DVAROC dominated the awards with Jim Itin, Dennis Murray and Wicker Frances's cars rising to the top.

Hopefully, New Hope will continue to re-build and grow. It has always been an enjoyable, laid-back show, held in a superb location. Let's plan to have Alfas dominate again in 2007!



Charlie and Martha Crothers chat with Emilie Brady as NJAROC president, Enrico Ciabattoni organizes the judging. Jim Itin's Milano, in the background, took first place! Note Frank Taormina's 2600 Spider on the right.



Bob Feltoon explains the finer points of Alfa Romeo ownership to a show-goer.



Bugs Bunny stands guard next to Bill Conway's pristine 1983 GTV-6



Wicker Francis' stunning Giulietta Spider Veloce glistens in the sun as the crowd around admires it. Wicker brought home a third place prize.



Tim O'Riordan's 2000 Spider shows off next to Greg Shpungin's latest addition to his fleet, a Duetto, fresh from California.

(Continued on Next Page)

Summer Wrap –Up (Con't from Previous)



Dave Burroughs' pretty white Spider strikes a pose next to the second place Spider of Dennis Murray

100 Cars at Radnor - While the Concours d'Elegance known as the "100 Motor Cars at Radnor Hunt" didn't feature Alfa Romeo this year, there were a couple of very special ones in attendance on the field, and in the clubhouse.

Nestled between a sumptuously bodied Peugeot 402 Darl'mat and a D-Type Jaguar was a lovely 1929 Alfa Romeo 6C 1750. This particular car featured a distinctive row of three red headlights. The common explanation is that these were so fitted such that the Alfa Romeo pit crew could recognize their Alfas during nighttime racing,

Another Alfa on the field was John Goodman's recent acquisition, a Giulietta SZ. This lovely silver lozenge has made the trip from Italy to join its Delaware Valley cousins. It looked years ahead of its time compared to its contemporaries parked next to it on the lawn.



Some of the most beautiful Alfa Romeos were found not outside, but inside the clubhouse, hanging in display. Local artist, George Rothacker has been busy painting some very interesting motor cars with local connections. Of note were paintings of a skeleton Sprint Speciale, titled Wicker's Dream and a familiar, silver 1900 CSS looming in front of the chicken coup. In addition to providing a unique element to pleasant ambiance of the Concours, the paintings are also providing contributions to the Radnor High School Scholarship Fund through a portion of their sales revenue.



"I never get the chance to drive my car the way it's supposed to be driven."

We heard you.

Fortunately it doesn't have to be that way. Members of the Alpine Motorsports Club can exercise their Alfa Romeo on a road course in the foothills of the Poconos designed in the European tradition. With a challenging series of hair-curling turns, exhilarating straightaways and high speed curves.

For a personal presentation and tour of the property, call Kim Carrodo Bowers, 610-670-7657.



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On the Road....

The Travels of Ed Jones

Ed Jones

Here are pictures of both Italian Week Parade, in Ottawa Canada and Le Belle Macchine 2006.

My wife Carolyn and I drove to Ottawa Canada on Saturday, June 17, for the conclusion of Italian week in Ottawa Canada. The final events were the Italian Car Parade, and all day (and night) celebration in "Little Italy". Registered participants gathered at Franks in "Little Italy", the place to go in Ottawa to get your Italian car serviced. The parade began at 11:30 when Ottawa's finest (Royal Mounted Police) blocked intersections throughout Ottawa, and the 250 Italian cars (about 50 Alfas) drove through downtown Ottawa en route to the river side public Italian car show event, behind Parliament Hill.



After the public display, we all paraded once more for about 45 minutes back to Franks, where we all enjoyed an Italian Feast. Later, we participated in the festival with the Ottawa Alfa Club. On Sunday, we were invited to a brunch with the Alfa Club and enjoyed lots of Alfa stories. Marc and Julie Grenier, whom Ed and Carolyn met at Le Belle Macchine in 2003 extended the invitation. Marc has a mint

'71 GTV. Julie is a Fiat Fan with a Fiat Multipla. (as you can guess, these are not their only Fiats and Alfa cars).



The start of the Italian Car Parade – Ottawa, Canada

Le Belle Macchine - A few weeks later, and back in Pennsylvania, my son Bill and I participated in the Le Belle Macchine Concorso d'Eleganza 2006. This event was held at Skytop Lodge in Skytop, PA on June 24. The day ended with the Awards Dinner, where I was fortunate to receive 1st in Class for my '86 Milano. As usual, the event was dominated by Maserati, Ferrari, and Lamborghini – but Alfas, Fiats, Lancia, and Iso Rivolta marks were also represented. In a rare showing, 3 vintage Maserati racers, the 1936 Tipo 8CTF – numbers 3030, 3031, and 3032 were shown. Though "flood warnings" were posted, and clouds threatened all day, it didn't rain a drop.



A Monte Graces the Lawn at Le Belle Macchine



Bill Jones and Dad's Award Winning Milano

Letters to the Editor...

News from Connecticut

Dear Bob:

Sorry it's been so long since I made a contribution to the newsletter. The Alfa Romeo component of my life remains consistent, although more limited due to physical limitations imposed by my back. I had surgery on two damaged discs in January 04, but the repairs were short-lived. I am limited in my ability to bend, move and lift and can quickly do damage that takes weeks to undo. This means that screwing around with old cars is no longer an easy pastime.

Why then, did I buy a GTV6, "in need of some work", last year? Good question. I did indeed acquire a gold, 1986 specimen with a lightly mashed nose and a dinged tail. It had about 70K miles and had been in storage for ten or so years after its owner inflicted the coachwork damage. Like most GTV6's, I suppose it was questionable as to whether it was worth fixing. Keith Goring at Alfas Unlimited thought it was, so he freshened the car with a new water pump and timing belt and the other sundries required to make it roadworthy again. I bought it from Keith because it was just about rust free, was in nice shape mechanically and had an attractive black velour interior. I still work in the car business, and a guy at our dealership's bodyshop promised to help straighten out the crunched metal and paint it for me.

I took possession of the car in April of 2005. I drove it off and on in its rather scabby, as-is appearance until this spring, when I removed the exterior trim and sent it to the bodyshop for its cosmetic overhaul. The sad thing is, it's still there, untouched. That's how it can happen when someone promises to help with something that one cannot do oneself: you can't really bitch and moan, you have to just wait, or come up with a Plan B. I'm still waiting; hoping that the volunteered work comes through soon and doesn't require me to figure out what Plan B will consist of.

I had never owned a non-Guilia Alfa before, so this was new to me and I must say that I like driving it immensely. It is so different to my 74 GTV. I have put maybe 700-800 miles on it, all done rather carefully because the car is not sorted to the extent that I feel like driving it hard. I guess I could say that it's got a more "sophisticated" feel to it than the 74. I like the steering and the shifter isn't anywhere near as bad as I'd anticipated. The brake feel was initially poor, so I machined the front brake discs and replaced the rears, along with the brake flex hoses. It's not as fast as I hoped, but it's no slowpoke and I look forward to fettling the basic engine tune.

That last sentence answers the question of why I bought it. I look forward to playing with it, despite being in inadequate physical shape to really do so. I like thinking about how it works and what I can do to make it operate properly after its long hibernation. I read postings on alfagtv6.org and make lots of mental notes as to what needs doing. I don't have any grandiose schemes to alter it; I just want to know it as well as I know my 74, and be able to drive it long distances with some expectation of consistency and reliability.

This seems like a realistic proposition precisely because my 74 continues to be such a great machine. It is cosmetically unchanged since you last saw it, and is still largely stock except for being lowered and having a roll bar. Mechanically, it is fresh and has proved very reliable as I drive it quite hard for a thousand or two miles per year. If it

were only waterproof it might be considered a real car. Still running ignition points and SPICA, it starts first time and returns decent MPG, testament to Vince's tuning abilities. Like a favorite pair of loafers or even a wet-nosed Labrador, the car is part of the family and a source of great pleasure. Since I cannot mess with it as much as I used to, I instead spend my time driving the little bugger, which is probably how it was meant to be in the first place.

I hope the GTV6 will reach the point at which it can play a similar role in my life. Right now, it's more of an idea than a reality, but that's OK. It is a distraction, something to think about and obsess over. I think it's probably a more flawed object than my 115, but that only provides more opportunity for solutions and further concentration on it, rather than the other, less pleasurable realities life throws at us. The news of the world is increasingly difficult to digest, so pondering the reconditioning of this beguiling coupe represents something of a safe haven.

All the best,

John

La Voce - is attempted to be published six times per year, in: winter, spring, June, July, September and December

Commercial Ads should be coordinated through Bob Brady.

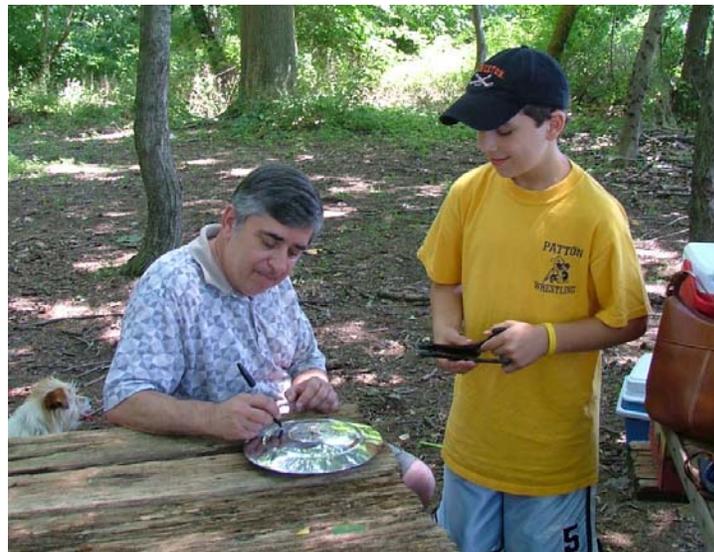
Rates, per edition, are: 1/8 page - \$ 20
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Classified ads are free to DVAROC members.

The DVAROC web address is at: www.dvaroc.org

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mpbrady@verizon.net



Pat Carzo, DVAROC Driver of the Year, signs the trophy at the Summer Picnic and Rally

Mark Your Calendars! (**bold** = DVAROC Event)

<p>October</p> <p>22 – DVAROC Fall Picnic, Brookside Farm, Paoli, PA</p>	<p>November</p> <p>5 – DVAROC Fall Tour/Rally, Lake Nockamixon, Bucks County, PA</p> <p>17-18 – COMSCC Time Trials, Lime Rock, CT</p>	<p>December</p> <p>10 – DVAROC Indoor Go-Karting, Pottstown, PA</p>
<p>January</p> <p>TBD – DVAROC Event</p>	<p>February</p> <p>TBD – DVAROC Winter Lunch</p>	<p>March</p> <p>TBD – DVAROC Event</p>



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