



La Voce

Spring 2007



newsletter of the delaware valley alfa romeo owners club



DVAROC Springs to Life!

It's been a long, long winter and as many of you have noticed, the Alfa club has been in hibernation. Well, I'm happy to announce that with a little push-starting, the club is back in action, just in time for spring.

Our first event of the season will be a Tech Session at Nick Falcone's in Bala Cynwyd, PA, on April 21st at 10am. If you've attended these in the past, you'll know that while you'll probably learn a thing or two about your Alfa, it won't be all business. It's a perfect excuse to get you and your beloved Alfa out of the house for some bonding with fellow Alfisti. This year, we plan to extend the party to a local restaurant afterwards.

Our next event will be the start of regular monthly dinners. While we've tried to do this in the past, we've never been successful. This year, however, we've instituted a new events committee to help carry the load of keeping the club active should your fearless leader get distracted for a few months (of course, that would never happen!). David Burroughs, Pat Carzo and Jack Stoll have generously stepped up to the call and will be the foundation of the events committee. We're still looking for others, particularly someone from New Jersey to represent that area. To keep the events planning moving along, we're going to meet on the third Tuesday of every month. The venue will rotate among the various areas encompassed by the DVAROC. The

first dinner will be on April 24th, at Capozzoli's on Rt.1, in Chadds Ford. I hope that these dinners will grow to include speakers, videos or other entertainment. Everyone is encouraged to attend. (Continued on Page 4)

Mark Your Calendars!

April 21 Tech Session - Nick Falcone Ent., Bala Cynwyd, PA

April 24 Monthly Dinner Meeting – Capozzoli's, Chadds Ford, PA

May 15 Monthly Dinner Meeting – Otto's, Horsham, PA

May 19 Ragtops and Roadsters Open House – Perkasié, PA

Bob's Babblings

Meltdown While I can honestly say that leading this club and publishing this newsletter are among my favorite activities, some times, life gets in the way. I don't want to bore you with the details, but when we sold our former home and our new house was still without interior walls, we found ourselves homeless (and worse, garageless!). Through the generosity of many friends, we managed to find a place to live that worked out better than we could have imagined. Unfortunately, with moving, having to take over the house construction ourselves as well as cope with a day job and children's activities, the Alfa club suffered. Unfortunately, this is the risk that comes with having an organization run by very few people.

While we've tried to get more member involvement in running the club in the past, it never seemed to reach critical mass. This year, with the institution of an Events Committee coupled with regular meetings, I hope to finally get more members involved.

So far, David Burroughs, Pat Carzo and Jack Stoll have responded to my arm twisting. I'm still looking for a few more members who can share an hour or two each month to help develop ideas for events and make them happen. I hope you will consider it. Give me a call or send me an email if you think you can help. Believe me, you will enjoy it!

New Members We have had a number of new additions to the club in recent months. Please welcome:

Ettore Anselmi, Aldo Acitelli, Pascual Cancelliere ('91 164S), **Ed McCollough, Reuben Meisel, Paul VanBemmelen** (Duetto) and **Paul Zdinak** (Duetto). ching arms but begging for more. Paul Zdinak has already jumped in and helped with this La Voce by providing photos from the fall picnic. I hope to see you all at an event soon!

It is with sadness that I announce the death of Dominick Billera. Dominick was a long time Alfa enthusiast. Club members might remember when he invited us to his dairy barn that he converted into a work shop and race car sanctuary at his home in Hellertown. I last talked to him about two years ago when he was culling his Alfa collection. At that time, he was down to about four Alfas but had a Ferrari powered F2 car in the shop along with a Lola he was refurbishing. I received word of Dominick's passing this fall from his wife, Ann Marie. On behalf of the entire club, we extend our sympathies.

La Voce This edition of La Voce was truly a cooperative affair. I want to thank David Burroughs, Quinn deMenna, Ed Jones, Jack Stoll, and Paul Zdinak. I can't recall the last time I had such an extensive and varied set of contributions. Thank you, very much!

Thanks! The club had another great autumn season due to the hard work and generosity of a few special members. On behalf of the DVAROC, I'd like to extend our sincere gratitude to Henry and Nancy Wessells for hosting the fabulous fall picnic. Also, thanks to the efforts of David Burroughs and Jack Stoll, we had an excellent fall tour and rally. The entire club appreciates you all!

Get out and drive! –bob

Classifieds:

'93 Spider Veloce – 49Kmi, bought new from Algar and serviced there, header, Ansa, K&N, dash cracked, mech. excellent, 90% cosmetically, new tires, clutch, red with tan leather, black top, garaged, no rust, \$12K obo, 484-832-2220 – Nick Mongoni

Alfetta Front Bumper 1975 - 1979 Alfetta Stainless Steel Euro front bumper Never used \$400, Call for pictures. Quinn (609) 206 0694 or qdemenna@comcast.net

'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. \$7500 Charlie Mest- 215-816-2479

1974 GTV, Regretfully, I am offering my little red GTV for sale. For more information and photos, see: <http://www.dvaroc.org/For%20Sale/Bobs%20Sale.htm> \$13,000. Bob Brady, 610-486-1132.

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 bilconway@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

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@zlbbehiring.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.

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

Events Calendar: * Indicates DVAROC Event

*April 21 - DVAROC Tech Session - Nick Falcone's - Bala Cynwyd, PA

Come to our annual tech session at Nick Falcone's on Saturday, April 21st, at 10:00 am. Falcone's is located at 161 Rock Hill Road, Bala Cynwyd, Pa. Their phone number is: (610) 664-0944. We don't have a topic picked, so if you have one in mind, please contact Bob Brady at (610)486-1132 or mpbrady@verizon.net. Afterwards, we'll go to a local restaurant/pizza joint for a bite to eat.

*April 24th – DVAROC Monthly Dinner – Capozzoli's – Chadds Ford

We are kicking off regular club dinner meetings this year. The first one will be in April. They will be every third Thursday of the month, thereafter. We're going to move the venue around so that no one geographic location gets preference over another. Capozzoli's Best of Italy is located in Chadds Ford, PA on Route 1, about four miles south of Route 202 on the left. Their phone number is: 610-459-9311. If you're interested in coming, contact Bob Brady at: 610-486-1132 or mpbrady@verizon.net so we know how many to expect.

*April 29th – Capital Chapter Spring Gathering – Washington D.C.

Harlan Hadley of the Capital Chapter has cordially invited us to their annual spring gathering at Ferrari of Washington, D.C. near Dulles Airport. The local Fiat, Maserati, Ferrari and of course, Alfa Romeo clubs will be out in force. The car show starts around 9am. Around 11am, the gathering will tour the countryside and return to a catered meal at Ferrari of Washington, D.C. Cost should be around \$30. For more information or to register, contact Redding Finney at: 703-478-3606 or contact Bob Brady.

May 4-6 Hershey Vintage Hill Climb and Show – Hershey, PA Watch some beautiful vintage cars do their best to conquer the hill climb. The event centers around the Hershey Hotel, in Hershey. If you're interested in competing, go to: www.svvscc.com for registration and more information. If you don't want to drive, consider showing your Alfa. This year's MAARC driving school is titled "Back to Our Roots – Small Bore Driving School." It sounds like a great chance to hone your driving skills with a bunch of Alfisti. For more information, see: <http://track-events.mid-atlantic-aroc.com>

May 5-6 Mid Atlantic AROC Driver School – VIR Raceway - Danville, VA This year's MAARC driving school is titled "Back to Our Roots – Small Bore Driving School." It sounds like a great chance to hone your driving skills with a bunch of Alfisti. For more information, see: <http://track-events.mid-atlantic-aroc.com>

May 6 - Artistry in Motion Car Tour and Show – Lancaster, PA This event helps support the Lancaster Museum of Art. Entry forms are due by April 28th. If you are interested, see: www.artistryinmotion.org. Or, contact Bob Brady at: 610-486-1132 or mpbrady@verizon.net

May 18-20 – Carlisle Import/Kit Car Show – Carlisle, PA If you're in need of a part or even another car, spend a day, or two at this annual orgy of cars and parts. For more info see: www.caarlisleevents.com

*May 15th – DVAROC Monthly Dinner – Otto's Brauhaus, Horsham

Ok, so Otto's might not be very Italian, but it's convenient and should have good beer. They are located at 233 Easton Road (Rt. 611) in Horsham. From the PA Turnpike, take the Willow Grove exit and get on 611 North. They are on the left, a few miles up the road, next to a McDonalds. If you can make it, please contact Jack Stoll at: 215-343-9165 or jackstoll@netcarrier.com so we know how many to expect.

*May 19 – Ragtops and Roadsters Open House – Perkasio, PA

Ragtops and Roadsters specializes in the restoration and maintenance of vintage British motorcars. But, don't let that fool you. They are Alfa friendly and even hosted a tech session for us a couple of years ago. In addition to the open house, the town of Perkasio, where Ragtops is located, is having their Olde Towne Celebration that day with "Hot Ribs and Cool Jazz." The open house starts at 9am; the festival... well that's an all day/night affair. If you're interested in going, contact Bob Brady at: 610-486-1132 or mpbrady@verizon.net

*June 3 – Tri-State Alfa Swap Meet - Autocraft – York, PA

The past couple of years we had a conflict with the swap meet and the Headhouse Square show. That's been corrected this year so you have no excuse for missing this great affair. This will be the 10th Annual Alfa Swap Meet / Autocraft Open House at Stahlman's Autocraft, 1508 South George Street, York, PA. The event runs from 10am until about 3pm. A delicious, complimentary buffet lunch will be provided. Bring your Alfa goodies parts, books, whatever, and plan on spending the day with the rest of us. For questions or directions, call Erich or Andy at Autocraft 717 845 5314, or call Bob Brady at: 610-486-1132 or mpbrady@verizon.net

*June 10 – Italian Car Show - Headhouse Square, Philadelphia, PA

The DVAROC, NJAROC and others will join the Fiat-Lancia-United club in displaying Italian cars in Old City, Philadelphia. The event will run from about 11am until about 3pm. Show off your Alfa and enjoy the company. For more information, please contact Thad Kirk at 610-324-7085 or delvalleyflu@gmail.com or go to <http://fludelaware.italiancarclub.com/> This was a wonderful event last year. Don't miss it this year. If you're interested and want more information, contact Bob Brady at: 610-486-1132 or mpbrady@verizon.net

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

DVAROC Springs to Life (con't)

This year, the Delaware Valley club is working closer than ever with the Capital Chapter to partner up on events. One upcoming event they've invited us to attend is their spring gathering called, Raduno Primavera. Sponsored by Ferrari of Washington, D.C., this event includes a car show, drive and a catered lunch. It will be held on April 29th and starts around 9am. Registration is required. While it is a bit of a drive to make the event, it sounds like it will be surely worth it. For more information, see the Events Calendar in this La Voce.

In May, we'll have another dinner. This time, it will be in Horsham on the 15th. A few days later, we'll go back north to Perkasie for an Open House sponsored by Ragtops and Roadsters. If you made the tech session held there a few years ago, you'll know what a friendly, knowledgeable shop they run. Their garage is always sure to have something interesting in it, though it's likely to be British. After their Open House, there will be plenty to do in the village of Perkasie as they hold their annual Jazz Festival.

I was going to try to squeeze in a spring tour in May, but I think that's unlikely to happen. I think we'll have to wait until June.

In addition to the tour that is still being organized (Pat Carzo is working on another wine tour), June's events include: the annual Tri-Chapter Swap Meet and Lunch and, the Italian Car Show in Headhouse Square. These events conflicted the last several years but now they've managed to coordinate dates so you can make both. Mark your calendars now.

By the time June is over, the club should be hitting on all cylinders. While we had a few months of dormancy, we are back and ready for fun!

Alfas Win at Haddonfield

Quinn deMenna

The Haddonfield Annual Car show with Ankoakas Region of the Antique Automobile Club was held Saturday September 30th. The event included 200 cars ranging from 3 of Americas 100 remaining Mercers built in Trenton NJ during the mid twenties to several Ford Model 'T's and 'A's to a bunch of the popular 1970 muscle cars. The event is a stroganoff of guy-friendly attractions and activities, including live music, a swingin' cigar lounge and a vendor-dispensed, manwich feast of hot dogs, cheese steaks, wings and panzarottis, among some other stomach-combustible snacks.

This year drew a small field of foreign cars including two DVAROC members Charlie Crothers and Quinn deMenna showing their Alfa Romeos. The foreign car crowd pleaser was Charlie's 1962 Giulia spider beating out 2 Jaguar E types for first prize.



Charlie Crothers takes the prize!

Buckingham Concours Report

David Burroughs

Not much Alfa news to report from the Buckingham Concours d'Elegance. Only two Alfas were entered - Tim O'Riordan's 2000 Touring and my Spider. In the Foreign Exotic group, the winner was a stunning 1967 Ferrari 330 GTS (one of 100 built) that I was slotted next to with the second trophy going to a very clean and original 1975 Lancia Beta coupe. It was a perfect sunny day on verdant fields under bright blue skies surrounded by beautiful machines but the drive home was the topping on the dessert.



David Burroughs' Spider lounging with its cousin



On the Road....

A Rally Good Time : The DVAROC Fall Tour

David Burroughs/Jack Stoll

It was a small but enthusiastic group of Alfisti that turned out for the last driving event of the season.

The weather could have been a little brighter and a bite was in the air from the breeze off Lake Nockamixon on rally day, which kept all of the Spiders buttoned up. But, as forecast, there was no precipitation (either wet or white), the roads were dry, and there were no wet leaves with which to contend.

Also, unlike an earlier timing/planning session, there was not a cyclist to be found on the course. As both Dave and I can attest, they can be a real distraction (to put it politely) when you're tooling around a blind corner, trying to maintain your time, on a narrow, winding country lane, barely wide enough for two cars. It's a little disconcerting to be in the middle of the curve and suddenly encounter a gaggle of these guys and gals scattered across the road. Judging from some of the startled looks, they were just as surprised to see us zipping up behind them. Needless to say, that was a hurdle in establishing accurate times and distances (something you don't need to worry about when on a straight-forward road tour).

Congratulations to Pat Carzo and his navigator Michele Burroughs, the winners of the day's event, with a winning time of 55 minutes, which is one minute under the calculated/guess-estimated time of 56 minutes for the 30.2 mile course. We promise, Michele had no prior knowledge of the course! This victory together with the one at the Summer Rally at Ridley Creek Park in August, makes Pat the undisputed rally champion of the DVAROC for 2006 and he gets to keep the coveted trophy (until next years rally season starts).

In second place was the formidable team of Frank Taormina (driver/owner) and Tony Labella (navigator), in Frank's beautiful 2600 Touring Spider. However, Frank may not have fared so well if his brakes hadn't held up on his final downhill sprint toward the finish line. We would have wound up fishing his Spider out of the lake as well as push re-starting the winners' car. What a memorable event that would have been! Too bad we didn't get pictures (with a sound track) of the Alfa hurtling down the hill. We're exaggerating a bit (but not much!)

Runners-up were Amanda Jones (driver) with dad, Ed (owner/navigator) and mom, Carolyn (back-seat driver/co-navigator), in the family Milano. Ed is better known for his numerous Duetto's, and some of us didn't recognize him when he showed up in the Milano.

The other runner-up (but certainly not least) was Alan Aptner (owner/driver) and daughter, Samantha (navigator/wanna-be owner) in Alan's beautifully detailed Spider. I think Alan and Sam would have done better if Alan spent more of his time driving the Alfa and less time in the E-Type Jag. We're sure he'll give Pat a run for the trophy next year.

Participants got some unexpected (and probably much needed) exercise when Pat's Spider refused to re-start for the tour to Riegelsville for lunch. When jumper cables failed to start it, the "pit crew" sprang into action and after one decent push, got the cranky (or should we say "crankless") little red devil back to life. (see the photo on the front page

of this La Voce - Ed.) Of course we were pushing down hill (toward the lake!), so none of us got a heart attack. To Pat's credit he gamely stuck with us (of course it wasn't him that was pushing - just kidding Pat) for the half-hour tour through the beautiful and hilly Upper Bucks County countryside to Riegelsville for lunch. If it had been me I probably would have headed for home at that point.

After a very enjoyable lunch at the Riegelsville Inn beside the Delaware River, we push-started Pat's car, although not so easily this time, being on a gravel surface in a VERY short parking lot, and the group bid their farewells and best wishes for a happy up-coming holiday season. Thanks to all participants for a great time.

P.S. Pat later let us know that he safely got home with no mishaps or re-starts required and was even then starting to fix the problem



The partial starting grid of the Fall Rally through Bucks County



A satisfied lunch crowd inside.....



..... and outside the Riegelsville Inn

In the Garage....**Good By Little GTV, Hello***Bob Brady*

Sometime in the fall, it began to really set in. I was going to lose my killer garage in November when we were to move. My vast collection of Alfa Romeo goodies would have to be consolidated as the new house was going to have a lot less garage space than the one we were living in. Worse, my stable would need to be culled.

Choices, Choices What was left of the GTV race car that I rolled at Nelson Ledges had already vacated its space. A very enthusiastic Alfa fanatic from the mid-west bought it on ebay, drove to my house and trailered it home where it would bond with his other 26 Alfa Romeo projects. Just when I was starting to think my Alfa habit had gotten out of control, I was reminded that there were addicts much worse than I. Now, there were "only" three Alfas left: the Sprint, the blue GTV race car and my red GTV.

There was no way I was going to part with the Sprint. Although I will probably never get around to giving it a needed restoration, I just couldn't let it go. It is just too lovely a car to look at and way too much fun to drive.

I just finished building up the blue GTV in the summer. It's never been on the track. It's never been driven at speed, for that matter. Although it's clearly replaceable it just wouldn't make sense to sell it. So, that one was going to find a spot in the new house. That left my trusty red GTV.

The Little Red GTV I bought my red GTV in California in 1994. It was my daily driver for a year or two after moving back to Pennsylvania from Houston. Then, with some prodding by Dave West, I took it off the road for a quick respray. Months later, it was stripped to bare metal. And new panels were getting welded in. While I didn't get it together for New Hope, I worked to dawn to get it road worthy for the fall picnic in 1998. I don't remember much from that picnic.

The following year, I began to track it. Some unexpectedly good results at my first outing fueled my enthusiasm and I began to slowly transform it into more of a track car than a street car. It started with a roll bar, which made rear seat access nearly impossible. Then, in went a pair of Corbeau seats, which made getting in and out an exercise in contortion. Stiffer springs soon followed which resulted in a teeth-cracking ride. Then, things got serious. In order to stop the stock fuel injection lines from cracking, I replaced the stock Spica pump with an Ingram race pump. That made the car nearly impossible to idle and gave toggle-switch like throttle action; tolerable on the track, miserable on the street. Some negative camber and a panhard rod in the rear completed the car's transition from a delightful sports car to a cantankerous beast. It was great to drive on the race track, like a go-kart. On the street, however, it was no fun at all. It spent more and more time idle in the garage.

The Decision With a dedicated track car now in the garage, it seemed a bit pointless to keep the GTV. What tipped me over the edge was the fact that while it looked pretty, it would never be a concours winning car, even if I put it back to the way it left

the factory. So, with little extra thought, I crafted an ad and placed it for sale on some internet classifieds.

While it was technically up for sale, any objective observer would have noticed the tell-tale signs of reluctance. I priced it high. I never placed ads in places where it would get much exposure. After some initial inquiries, the phone went silent. Whew!

Taming the Beast As November approached closer, panic set in. I thought I had cleaned out the garage of tons of stuff, which I had. Unfortunately, I still had way more stuff than I could fit in my new space. And yes, I already filled up my parent's garage. Then, out of the blue, two different people called about the GTV. One was from Washington State, the other from Massachusetts. I convinced the west coast buyer that it wasn't worth the trip, but the buyer from New England was already making plans to pick it up. The only complication was that he wasn't interested in all the boy racer changes I made to it. He wanted a street car. So, I agreed to put the fuel injection back to stock, remove the roll bar and replace the seats with the stock ones.

A couple of days before we had to be moved out, I was still replacing the Spica pump. I had forgotten what a joy snaking all those steel fuel lines was.... Ugggh! After about twelve hours of choice words and skinned knuckles, it was back together. But, when I went to start it, it didn't. I checked and rechecked things. Then, my ever-observant daughter Emilie pointed to the leaking fuel lines as the likely culprit. A few turns of the wrench followed by a turn of the key and it was running. It didn't even take me long to remember how to set it up properly. The air-fuel meter I installed with the race pump made tuning a breeze. For the first time in years it started effortlessly!

Because time was ticking, I left the seats and the roll bar removal to wait until we were settled in to our temporary house. A couple of days before the buyer was to arrive, my son Matthew and I replaced the seats and removed the roll bar. It's funny how you forget how much work things are. Replacing the seats took way more time than I ever anticipated. I conveniently forgot that I customized the seat slides for the race seats. Now, in order to install the stock seats, I had to un-customize them. The roll bar was even worse.

Either the car shrunk over the years or the roll bar grew. I know that when I built it I wanted to fit it tight to the roof and body. I didn't remember how successful I was. It took a couple of hours, pushing with my legs, twisting and some beating to finally remove it. But, before the sun went down, the rear seats were again accessible and getting in to the car didn't take acrobatics anymore. It was time for one last drive.

Joy and Remorse Within fifty feet, I knew instantly why I fell in love with Alfa Romeos. The GTV was a joy to drive again. It started without effort. Throttle response was smooth and predictable. I didn't have to keep my foot on the gas at every stop to keep it running. The seats were comfortable and I could even move in them. Blasting down some twisty Chester County roads my grin turned to a frown. I quickly became distressed at the thought of parting with it. What was I going to tell the buyer??!! (Continued on Next Page)

In the Garage (con't from previous page)

As it turned out, I never met up with the buyer. I was in and out of the house the day he was supposed to see the car. In a mad dash to run an errand, I drove right past him in the driveway. He looked at the car without me, but decided to buy another he was seeing, in Baltimore. The bullet was dodged. We'd remain together.

MacGyver A few weeks later, while returning from a short drive in it, I put the accelerator to the floor and the engine responded with nothing more than an idle. Instantly, I knew I had broken another throttle cable. I coasted to the edge of the road with the engine idling away. "No problem," I thought as I called my wife on the phone to come rescue me. "You'll have to wait a couple of hours," she informed me. "Now what?" I put on my MacGyver jacket and assessed the situation. "How could I open the throttle to drive it home?" I thought about how I once drove an ex-girlfriend's Vega across Philadelphia using a rope attached to the throttle when here cable broke. It took some getting used to, but after a few miles, I got the knack of pulling the rope that snaked out from under the hood to get more gas. While that was a nifty idea, I didn't have any rope handy and the Alfa's throttle was positioned in a way that would make the rope trick nearly impossible. Finally, it occurred to me that if I could just force the throttle open, I could just keep shifting to get to speed. So, I forced the throttle open with a stick I found along the side of the road. I "adjusted" it so that in neutral, the engine would rev around 3000rpm. I quickly found out that wasn't enough to get much speed. Even in fifth gear, the engine ran just above idle and I could only manage about 20 mph. I was not making friends with my fellow drivers. After a couple of other adjustments, I was able to limp the whole way home. I just barely made it up a steep hill near my house, but made it I did. All the way home, people gave me looks, but I was still grinning. My trusty little GTV and I were still together.

A friend from the NEAROC chapter sent me a link about the above children's book. His son got one for Christmas. For more info see: www.king-of-the-boards.com/RaceMakerChildrensbooks.htm



Bob Feltoon sent the above photo of the Alfa 8C Competizione from the Paris Auto Show. Don't hold your breath.

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

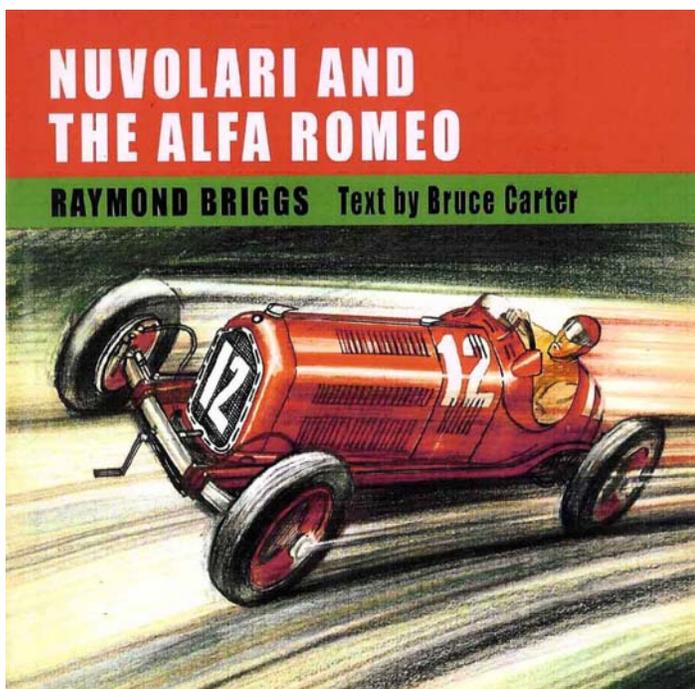
We heard you.

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.



ALPINESIGNATURE.COM



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.

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Classified ads are free to DVAROC members.

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

Send La Voce submissions to:

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(610) 486-1132 (eve)
(302)366-0500x2814(day)

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

<p style="text-align: center;">April</p> <p>22 – Tech Session – Falcone’s, Bala Cynwyd, PA 24 – Monthly Dinner – Capozzoli’s Best of Italy, Chadds Ford, PA 29 – Spring Gathering with Capital Chapter, Washington D.C.</p>	<p style="text-align: center;">May</p> <p>4-6 – Hershey Hill Climb, Hershey, PA 5-6 – Mid Atlantic AROC Drivers School, VIR, Danville, VA 6 – Artistry in Motion, Lancaster, PA 18-20 – Carlisle Import/Kit Car Show, Carlisle, PA 15 – Monthly Dinner – Otto’s Brauhaus, Horsham, PA 19 – Ragtops and Roadsters Open House – Perkasie, PA</p>	<p style="text-align: center;">June</p> <p>3 – Tri-Chapter Alfa Swap Meet and Lunch, York, PA 10 – Italian Car Show – Headhouse Square, PA 19 – Monthly Dinner – Location TBD TBD – DVAROC Spring Tour 22-25 – La Belle Macchina</p>
<p style="text-align: center;">July</p> <p>14 – Pittsburgh Vintage Grand Prix, Pittsburgh, PA 17 – Monthly Dinner – Location TBD TBD – Summer Picnic and Rally, Chester County, PA</p>	<p style="text-align: center;">August</p> <p>1-5 – AROC National Convention – Detroit, MI 11 - 12 – New Hope Auto Show, New Hope, PA 21 – Monthly Dinner – Location TBD</p>	<p style="text-align: center;">September</p> <p>9 – 100 Cars at Radnor – Radnor, PA 18 – Monthly Dinner – Location TBD 29 – Spring Gathering with Capital Chapter, Washington D.C.</p>



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