



# La Voce

April 1, 2008

*newsletter of the delaware valley alfa romeo owners club*



## Spied!

### 2009 Alfa Sports Retro Styling

Always on the prowl for a scoop, DVAROC foreign correspondents Gayle and Ricardo Bezerra managed to snap a shot of this new Alfa Romeo Spider undergoing hot weather testing in Brazil. Although the security team dispatched from Centro Stile immediately ran after them, after finishing their espressos and Marlboros, they gave up chase as soon as Gayle and Ricardo broke into a fast walk. Sensing a lager story behind the photo, they successfully managed to uncover further details from an unnamed test engineer. After many hours of brutal questioning over many bowls of pasta dinner and more than a few Chiantis, the engineer finally cracked. As it turns out, the launch of the 8C Competizione in the US is only the beginning of Alfa's return. Taking their cue from VW, Ford, Mini and just about every other marque, AR has developed a retro-styled Spider to accompany the 8C's launch. As always, though, Alfa Romeo has chosen their own path and gone beyond retro-styling with this new model.

Drawing from their long history of innovation, the yet unnamed Spider features some of Alfa's best known elements which are sure to make it an instant hit with a whole new generation of buyers who were never able to sample new Alfas on this shore. For starters, the engine will be an updated version of the venerable Alfa twin cam four cylinder "Nord" engine that powered everything from Giuliettas through the last US Spiders. Gone will be the troublesome aluminum head and block,

responsible for many a head gasket failure. Instead, it will be cast from traditional cast iron. In order to fully capitalize on the "green" movement, the iron will be sourced from recycled Fiats which apparently are plentiful on the Italian peninsula. Of course, the engine will be fuel-injected. Eschewing the overly complicated electronic fuel injection found on most new cars, Alfa is reviving SPICA as a way to meet current emissions requirements and achieve excellent fuel efficiency. Ignition, of course, is dual-point Marelli-Magneti feeding Golden Lodge plugs. In order to help reduce cold start emissions, the ignition timing is adjusted thermally with an additional thermostatic actuator.

The suspension was developed jointly between Alfa and retired Ferrari engineers who were brought in for this special project. Rear suspension is classic Ferrari: live axle located by leaf springs. The front features torsion bars and locating links that begin where the Milano left off. To provide confidence in stopping, Alfa resurrected the three shoe Alfin drum brakes that were loved by many an owner, and more so by mechanics. In a joint venture with Michelin, tires and wheels have been specially engineered to give this car classic handling. The package will be known as "TRX-II" and are 6mm smaller in diameter than the original TRX wheels/tires making them totally unique to this vehicle. (Continued on Page 4)

## Mark Your Calendars!

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|-----------------|---|
| <b>April 5</b>  | <b>Tech Session – Nick Falcone Enterprises, Bala Cynwyd, PA</b> |
| <b>April 8</b>  | <b>Monthly Dinner Meeting – Casselli's – Roxborough</b>         |
| <b>April 12</b> | <b>Vintage Racing Alfas – Pocono</b>                            |
| <b>April 27</b> | <b>Italian Car Tour with Capital Chapter – D.C.</b>             |
| <b>May 20</b>   | <b>DVAROC Dinner – Casselli's, Roxborough</b>                   |
| <b>May 25</b>   | <b>Winery Tour – Chester County</b>                             |
| <b>June 1</b>   | <b>Swap Meet – York, PA</b>                                     |
| <b>June 8</b>   | <b>Italian Car Show - Headhouse Square</b>                      |

## Bob's Babblings

**Withering Winter Events** Well, we've had two events so far, this year. In February, we went go-karting indoors. While the event itself was loads of fun and a great diversion from the winter blues, it was pretty poorly attended. Then, things got even worse. Our winter lunch was pretty much a bust. I know a lot of our usual attendees were caught up with the flu, but where was everyone else? We would have cancelled it, but as a group, we have a bad habit of not RSVPing.

Folks, it takes a lot of effort to organize and execute events. If there is something we're doing wrong, or not doing, please let us know. We try to put on a diverse and enjoyable program each year but when our efforts don't generate much interest, we are left wondering.

I don't want to harp on anyone. After all, you didn't join the club to hear complaints. What I really want from you is input on what you'd like to see us do. Are the events interesting to you? If not, what would interest you? Is our timing wrong? How about locations? Are we not holding events close enough to you? This is your club and we're here to serve your interests. Just give me a call or send me a note about what you'd like us to do!

**RSVP** I know it is sometimes difficult to plan ahead. That said, with some of the recent low turnouts, I really need to get a better count of who is going to show up in advance. So, when you see RSVP in an event description, please respond accordingly. That will help a lot!

**Send me your Email!** When events change at the last minute, I rely on email to get the word out. I know I don't have everyone on my distribution list. I try to respect everyone's email and make sure not to send out notes unless they are absolutely necessary. If you didn't receive a notice about dinner in March, you're probably not on the distribution list. So, please send your address to me at: [rampbrady@verizon.net](mailto:rampbrady@verizon.net) Thanks!

**Spring Events** As spring arrives, the DVAROC truly comes alive along with the greenery. As April approaches, we are chock full of events. Please check out the Events Calendar on the next pages as well as at the web page: [www.dvaroc.org](http://www.dvaroc.org)

**Tech Session** As has become tradition, Ruth and Vince will be holding our spring tech session at Nick Falcone's. It is a bit earlier than usual, but I'm sure we'll have a great day, as usual. Mark your calendar to attend.

**Dinner** Due to some unexpected travel, and other unplanned events, we had to cancel our March dinner at Casselli's. But, in April we plan to be back. I hope you can join us.

**Vintage Races** Ruth Wolf let me know the other day that the VSCCA will be featuring Alfa Romeo at their April event at Pocono. Jon Goodman, and Ruth, are both planning on driving at the event. We're working with VSCCA to let us join them as spectators. I hope you can make this as the VSCCA truly has some spectacular cars that get run as they were meant to!

**Raduno Primavera** The DC Chapter has been telling me about their spring Italian car event for years. They join the Ferraris, Lamborghinis and other Italian marques for some spirited driving great food, and memorable times. I realize it's a bit of a haul, but you should really consider making it to this very special event.

**May Events** Other than dinner, we don't have any "official" DVAROC events planned for much of May. That said, there are plenty of happenings that could easily become club events. Please take a look at the events calendar and let me know if you're interested in going to one or more of them. With sufficient interest, we can either tour to the event or at least plan on getting together there.

**Wine Tour** Our annual tour of Chester County wineries has continued to be a great success. With conflicts in June and July, we decided to move it up to May this year. Expect more great driving, excellent wine and lots of fun. Neither the course nor the starting point

have been organized yet, but they will be. If you plan to go, please **RSVP!**

**June Events** June is absolutely jamb packed with Alfa events. Starting with the **swap meet**, then the always fun **Headhouse Square** Italian car show, followed by the dinner, Le Belle Macchine and the **AROC National Convention** there is definitely something for everyone. Plan to make at least one of these events in June.

**AROC News** First, I received word from our national secretary that if you voted for any AROC Directors, it is important that you put your membership number and/or your return address on the ballot. If you already sent in your ballot without that info, please contact Bob Keinfeld at: (720)226-0631 or [alfabob@comcast.net](mailto:alfabob@comcast.net) Thanks!

The AROC convention will be held in Chicago this year. While I don't think I can make it due to conflicts, I strongly encourage you to attend. Chicago was the founding chapter of AROC and it looks like they have a great itinerary of events. Just remember La Voce if you go. I can always use photos or better yet written material to share with the rest of our chapter.

**The Reading Room** I recently splurged and jumped at the chance to buy a new edition of Alfa Romeo: Production Cars from 1910 by Tabucchi and d'Amico. While this is not a Fusi, it is pretty darn close and has the added benefit of including all the models up to the current 8C Competizione. When I last checked, they were still available at the pre-publishing price which is much lower than the list, particularly with the tanking dollar. It is truly a welcome addition to my library.

I also chanced upon another interesting read, A History of the World's Racing Cars, by Hough and Frostick. While not Alfa-centric, it is nonetheless a very enjoyable read. It really gives you an appreciation of the technical milestones that changed the racing game. It also reinforces the notion that many, if not all, "modern" advances such as multiple valves et al. were explored in the very early years of automobile design. I found my copy in a local used book store. I'm not sure if it's still in print, but if you find one, snap it up!

**Good Reading on the Web** Jim Andrews notes that there are some interesting reads on <http://velocetoday.com> He also notes that there is some significant mention of one of our own members at: [http://velocetoday.com/cars/cars\\_110.php](http://velocetoday.com/cars/cars_110.php)

**Stay in Touch and Give Something Back** This club continues to run on the horsepower of its volunteer members. Volunteering to help has many advantages including: creative control, a good excuse to get out of the house, and the grateful appreciation of your fellow members. If you'd like to volunteer for anything, want to see the club do something, or just want to connect with other members, let me know. I can always be reached at: [rampbrady@verizon.net](mailto:rampbrady@verizon.net) or give me a call at: 610-486-1132

**Get out and drive! -bob**

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Classified ads are free to DVAROC members.

The DVAROC web address is at: [www.dvaroc.org](http://www.dvaroc.org)

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## Events Calendar:

\* Indicates DVAROC Event

**\* April 5<sup>th</sup> – Tech Session- Nick Falcone’s – Bala Cynwyd, PA** Come to our annual tech session at Nick Falcone’s on Saturday, April 5<sup>th</sup>, 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 [rampbrady@verizon.net](mailto:rampbrady@verizon.net)

**\*April 8<sup>th</sup> – DVAROC Dinner – Casselli’s – Roxborough, PA**

We’ll start our monthly dinners at Casselli’s in Roxborough. They are centrally located, have excellent Italian food at reasonable prices and singing waiters. Who could ask for more? In addition to dinner, we’ll try to have a short program afterwards. Please contact me if you have a suggestion. Dinner will start at 7pm. Please try to be there promptly, or even a little early. Casselli’s is located at: 7620 Ridge Avenue. Their phone number is: 215-483-6969. Please RSVP so we know how many to expect by contacting: Bob Brady at (610)486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net)

**\*April 12<sup>th</sup> or 13<sup>th</sup> – VSCCA @ Pocono –Pocono, PA** The VSCCA will be taking out their vintage racecars and featuring Alfa Romeo at Pocono this year. We are working to make arrangements so that the DVAROC can cheer its own racers on. If you are interested, please contact: Bob Brady at (610)486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net) so I can keep you informed of the details as they develop.

**April 21-22<sup>nd</sup> – COMSCC Time Trials –Watkins Glen, NY** If you are itching to get your Alfa (or any car for that matter) on the track this spring, consider attending the COMSCC time trials at Watkins Glen. I plan to break out the GTV for this event. If you are interested in coming, contact COM at: [www.comsc.org](http://www.comsc.org) or Bob Brady at (610)486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net)

**\*April 27<sup>th</sup> – Raduno Primavera – Washington, D.C.**

The Capital Chapter has invited us to join with other Italian marques for a drive, show and lunch in the D.C. region. Stay tuned for more details, but mark this date; the event promises to be one of the highlights of 2008. AROC’s Capital Chapter will throw its own Raduno Primavera, the Regional All-Italian Car Tour, on Sunday, April 27. This is the third consecutive year that this long-standing regional event with friends from Ferrari and Maserati of Washington, Lamborghini of Washington, and the other regional Italian marque clubs. In recent years, more than 30 Alfa Romeos have attended this event, along with dozens of Fiats, Lancias, Ferraris, Maseratis and Lamborghinis. The lineup of over 100 cars at the start and finish is impressive, and in between a wide range of exotic machinery will traverse the backroads of Virginia and West Virginia. A big change from previous years is the starting point, which will be the Winery at La Grange in Haymarket, Virginia. The tour will cover roughly 100 miles and take over two hours to drive. The Fiat Club has discussed repeating their popular gimmick rally series of questions. The tour will end at the Ferrari, Maserati and Lamborghini dealerships, where participants will enjoy lunch and awards for the best of each marque. Anyone who has been on an all-Italian tour tends to mark their calendar well in advance. If you have not yet taken part, you really should! The sensation of lining up with all these beautiful cars, the memory of sharing a backroad with a Ferrari Testarossa, the sounds, and the socializing all make this event a wonderful day. All cars must be street legal and fully insured. Registration deadline is April 21. Late registration add \$20. Cost this year remains a very reasonable \$30 per person, which includes a light breakfast and a pasta bar lunch, plus \$5 per car. You can register online now at: [The Complete Experience](http://www.completeexperience.com). Registration and packet pick-up opens at La Grange at 8:30 on the 27th, with the driver’s meeting at 9:30 and the start at 10:00. Because it is a new start location we encourage all Alfa people to be there by 9:00 to ensure adequate time to look at cars and get ready. Registration questions should be directed to Redding Finney 703-478-3606 or email at [rfinney@fwash.com](mailto:rfinney@fwash.com).

**May 3-4<sup>th</sup> 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.svscc.org](http://www.svscc.org) for registration and more information. If you don’t want to drive, consider showing your Alfa or just watching the show.

**May 4<sup>th</sup> - Artistry in Motion Car Tour and Show – Lancaster, PA** This event helps support the Lancaster Museum of Art. Entry forms are due by April 4<sup>th</sup>. If you are interested, see: [www.artistryinmotion.org](http://www.artistryinmotion.org). Or, contact Bob Brady at: 610-486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net)

**May 16-18<sup>th</sup> – 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: <http://www.carlisleevents.com/>

**May 17-18<sup>th</sup> 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 17<sup>th</sup> – Ragtops and Roadsters Open House – Perkasio, PA** Ragtops and Roadsters specializes in 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 [rampbrady@verizon.net](mailto:rampbrady@verizon.net) and maybe we can make it a DVAROC event.

# More Events Calendar:

\* Indicates DVAROC Event

## \*May 20<sup>th</sup> – DVAROC Dinner – Casselli’s – Roxborough, PA

Unless someone has another preference, we’ll continue with Casselli’s as our dinner venue. In addition to dinner, we’ll try to have a short program afterwards. Please contact me if you have a suggestion. Dinner will start at 7pm. Please try to be there promptly, or even a little early. Casselli’s is located at: 7620 Ridge Avenue. Their phone number is: 215-483-6969. Please RSVP so we know how many to expect by contacting: Bob Brady at (610)486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net)

**\*May 25<sup>th</sup> – Winery Tour – Chester County, PA** We are still in the planning stages of this year’s DVAROC winery tour, but rest assured it will be in southern Chester County (mostly) and that it will be another great time. If you plan on coming, please call Bob Brady at: 610-486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net) so we can know how many people to expect and I can keep you informed of the details as they develop. I hope you can make it!

## \*June 1 – Tri-State Alfa Swap Meet - Autocraft – York, PA

This will be the 12<sup>th</sup> 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 [rampbrady@verizon.net](mailto:rampbrady@verizon.net)

## \*June 8 – 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. There is pressure to turn this event into a generic old car event, so it is important to pack it this year with Italian cars! The event will run from about 11am until about 3pm. Show off your Alfa and enjoy the company. We typically go out to lunch together as a club and there is always entertainment. For more information, go to: <http://fludelaware.italiancarclub.com/Events.htm#Philadelphia> or contact Thad Kirk at 610-324-7085 or [thadkirk@hotmail.com](mailto:thadkirk@hotmail.com) Alternatively, you can contact Bob Brady at: 610-486-1132 or [rampbrady@verizon.net](mailto:rampbrady@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: 610-486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net)

## Alfa’s Return (Con’t from Front Page)

A spokesman from Michelin, stated on the condition of anonymity that he expects the entire auto industry to adopt this patented system in the future. He stated further that they are already in negotiations with Škoda to adopt the package.

While this new Alfa will clearly be a tour-de-force mechanically, the brand management at AR recognize the need for a stylish body to sell cars. This Spider certainly delivers. The styling is a combination of Sunbeam Tiger and 2600. For added flair, attractive vents with chrome trim have been added on the flanks. This new Alfa will be positioned down-market from the \$200K+ 8C and is intended to gain US market share where no Alfa has ever been before. In order to do that, it will be priced in line with the 1965 2600 Spider, about \$5865. AR is able to manage such low selling prices through the combination of reducing manufacturing costs by not only using the same fine Russian steel used on Alfettas but also by cutting out the transportation costs by having them built in Minsk. Additionally, Alfa has brought back some of the management policies that helped them to be so successful during the Milano/75 years. This time around, they intend to make up for the loss incurred with each car sold by increasing volume.

In addition to the retro-Spider, Alfa intends to round out its offerings with a wagon and a sport-utility cross-over. Below are some additional spy photos of near-production prototypes.

With the surprising full range of models, Alfa Romeo is destined for unprecedented success in the US market!



.....April Fools!

On the Road-Track ....

## DVAROC Goes Karting

While the cold air and salt-covered roads outside kept our Alfas tucked away in their garages, a few valiant Alfisti made their way to Arnolds's Family Fun Center in Oaks, PA for some tests of endurance and driving skill.

Arnold's is the home to a fleet of electric go-karts and a challenging indoor course. Though the track layout changed from last year, it is no less interesting. And, while you might think electric doesn't mean fun, let me tell you, 100% torque at zero rpms makes for some neck-snapping corner exits.

While our crew was few, it wasn't without competitiveness. Everyone obsessed with the proper line through the course and struggled to shave hundredths of seconds from their times. Although lap times were important, this was racing and if you weren't going to be first, you might as well be last. So, there was plenty of diving inside turns to pass as well as some flat out cornering to defend position. Being just a few centimeters from the track surface made our 30ish mph top speeds seem much faster. And, those tight apexes strained our wrist and forearm muscles to the point of fatigue. Our faces also hurt from all those grins. After a couple of sessions we were physically beat!

Once off the track, we headed over to a local pizza joint for some grub and some bench racing. It was a great way to blow off some winter blues and anticipate the spring driving season. Yes, we'll be back!



*Donning their best "rock star" poses, the kart drivers mentally prepare for a hot session on the track*

## Classifieds:

**1976 GTV** 24K miles, all original, \$15,500, Bill Conway, 973-839-9239 [bilconway@comcast.net](mailto:bilconway@comcast.net)

**1995 164Q** Red/black leather interior, 24 valve, 5-speed, AC, power windows, mirrors, locks, sun roof, heated seats, cd player, rear window shades. Tool kit, owners pouch w/manuals & window sticker. 96K miles. All maintenance performed by Algar Ferrari of Phila, new exhaust, recent belts, valve job & water pump. Everything works, paint fading, no rust. Great car, looks and runs great. \$6,000.00 or OBO. Barry [barrycross@aol.com](mailto:barrycross@aol.com) or 215-242-4726 PA

**1991 164S** Black/black leather interior., 5-speed, AC, power windows, mirrors, locks, sun roof, four heated seats, cd player, rear window shades. Tool kit, & owners pouch w/manuals. 120K miles. All

maintenance performed by Algar Ferrari of Phila, sperry cams and valves, stainless exhaust, recent belts, engine balanced and blueprinted & chip upgrade. Everything works. Very fast car, looks and runs great. \$5,500.00 or OBO. Barry [barrycross@aol.com](mailto:barrycross@aol.com) or 215-242-4726 PA

**1991 Alfa Romeo 164L** 120,118 miles, 2.5l v-6, 5spd. with short shift & mahogany knob. Paint was 1 year old when stored 4 years ago but garaged. New Michelin Pilot, clutch, starter, timing belt, etc... (see web ad at [www.dvaroc.org](http://www.dvaroc.org) for more details). I have put a lot of time and tons of money into this car. I don't know why. It's a hoot to drive I can assure you. Asking \$2500 Contact Chris Morrison: 610-255-1301 or [cmorrison773@msn.com](mailto:cmorrison773@msn.com)

**87 White Milano** Automatic, rust free car with 65,000 miles call cell , Bill 201-658-0190 \$4,500

**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

**1986 Spider Quadrifoglio** - 78K, original red paint, Nicest Quad you'll find. Multiple first place winner. Looks new, runs great. Hard top and boot included. Convertible top in excellent condition. Nice Pirelli tires. Meticulously maintained. Garage kept. \$21,500. Southern NJ. Phone: 856-261-9490. [dennismurray00@yahoo.com](mailto:dennismurray00@yahoo.com) Pictures: <http://home.comcast.net/~denmurray/alfa.html>

**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](mailto:qdemenna@comcast.net)

**81 Spider Veloce**- 85k mi 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

**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. Excellent condition \$13,000. Call Bob at: 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

**83K GTV-6** 19K miles Silver/Blue, Bill Conway, 973-839-9239 [bilconway@comcast.net](mailto: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@zlbbehring.com](mailto:anthony.villano@zlbbehring.com)

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

**In the Garage ...**

# Of Old Age and Tools

Bob Brady

**I am getting old** Okay, so are we all. We get reminded of that every day we wake up with stiff muscles and cloudy brains. I was reminded of my advancing age the other day as I took on a task I'd been avoiding for weeks.

**The Dump** My garage is a sore site these days. The two Alfas that make their home in there are covered with sawdust. My Sprint has the further indignity of sitting forlorn with a flat rear tire. The GTV isn't much better. It has become a graffiti wall as my kids write "wash me" in the dust that covers the windows. The rest of the garage is nothing short of a disaster. Tools, wood, hardware, agricultural implements and boxes of parts yet to be installed in the not so new anymore house lie strewn about making it an obstacle course. Of course there is a plan to make the garage into a surgically clean workshop. Once I finish the trim and those odds end ends in the house, I'll move all the dust-generating woodworking equipment to the basement and organize the garage into an efficient Italian car restoration facility. We've been in the house over a year now, and there is still a stack of moulding waiting to be cut and installed. My long lost free time still hasn't returned home. Maybe I'll get that Sprint restored by the time I retire.

While I lament my current Alfa situation, it hasn't stopped me from keeping the fleet of cars and tractors on the road and in the fields. I continue to do my best to ignore all but the most pressing items. While doing nothing for the long term well-being of my vehicles, it at least, cuts down on the work. Sometimes, though, things can't be ignored.

**Modern Troubleshooting** A couple of months ago, my wife Marie mentioned that her "Check Engine" light came on in her Subaru. Fortunately, I was able to borrow a code reader and determine that the problem was not something that was going to damage the car, which bought me some time. Unfortunately, the car was due for State inspection and the source of the error code would have to be addressed.

Every time I work on a "modern" car, I am both impressed and depressed. The quality of materials and general design execution has improved considerably over the years. Cars simply don't require much maintenance anymore. And, they rarely break. This is probably a good thing as they are no treat to work on. Changing the plugs on the Subaru requires removal of a number of appendages to obtain access to their burial site. Thank goodness they don't need to be changed often. OBDII diagnostics, mandated by our friendly federal government, also are a double edged sword. They offer the promise of simple troubleshooting but too often give less than perfect answers. This was the case with the Subaru.

The error code stated that the catalytic converter efficiency was low, but didn't give much of a clue as to what was broken. Not needing to work on the Subaru very much, I didn't know much about it. I learned that it has two cats and two oxygen sensors. Any one of them could cause the error code to trigger. So, I picked up one of the most valuable tools in the modern tool chest, a laptop with an internet connection. After a few Googles, I was able to narrow down the real culprit as either the rear cat or the downstream O2 sensor. The consensus was that the O2 sensor rarely goes bad and we'd been hearing an exhaust noise, so I opted to buy the cat.

**Flashback** When I first climbed under cars in my teens, my tool chest fit comfortably in a simple metal tool box. Somehow I managed to change clutches, replace top end components, repair frozen brake cylinders and tackle rust repairs with those simple tools and a lot of youthful exuberance. Even then, though, I hated dealing with exhaust systems. 70's vintage cars still had exhausts of horrible steel. They were guaranteed to be rusted solid in weeks after replacement. Replacing exhausts was something even my teenage energy couldn't easily overcome. Defeated, I even cut a check to have one replaced.

**The Joy of Hondas** It was years later that I had to replace exhaust components again. By then, my cars were 80's vintage and of Japanese origin. (My '71 Toyota Landcruiser was also, obviously Japanese, but I'd swear that they all were dipped in salt water before they hit the US shores as they rusted at a rate even greater than an Alfa, if you can believe that!) While my body was still slim and strong, my tolerance for lying under a car for hours had waned. Fortunately, my toolbox had grown by then. Instead of a simple steel box, it now was at least twice as large and had several drawers full of useful implements guaranteed to make quick time of difficult jobs. Replacing the exhaust in the Hondas was a matter of a couple of bolts and some rubber hangers. Clearly they used better steel as the bolts didn't require hours of pounding and heat to remove. These experiences buoyed my confidence and I steered clear of the muffler shops. Then, along came the Alfas.

**Enter Alfas** I was 27 years old when I bought my first Alfa, a very tired, very rusty '74 GTV. By then, I was married and with a son. We had no garage and my tool box hadn't grown much. Another four years cloistered in college labs didn't do much for my physical strength, but it did make me a little smarter. So, when it came time to get the GTV roadworthy, I didn't hesitate to add to my tool collection. I also took my time with the repairs. I purchased my first, and only, 4 1/2" angle grinder, which is one of the ten most useful tools ever invented. It was a pleasure to finally work on a car that I didn't depend on as transportation. I rebuilt the engine in my parent's garage, without removing it from the engine bay, and made some Neanderthal but functional structural repairs to that GTV. It became roadworthy and I took it to Texas when we relocated there for work.

**Tool Explosion** While in Texas, I stupidly decided to restore that rusty wreck of a GTV. I'm sure our landlord never envisioned one of his renters welding and painting in his garage. By then, my increasing income was able to offset my declining body and my tool collection grew. I purchased my first welder and air compressor. I became fearless of rust. I wondered how I ever managed without air tools. The body of the GTV was cut, patched, smoothed and painted. Hours upon hours of work went into that lost cause. Gallons of perspiration soaked the garage floor. Ironically, in the middle of that GTV's surgery, I wound up buying another one during a trip to California. While the body was not rust-free, it was pretty close. It did have some mechanical issues, so the tool box grew again as my free time diminished.

**A Garage of My Own** When we returned from Texas, we bought our first house, with a garage, of course. I packed that garage full of pegboards and added more tools to the collection. I discovered that a circular saw with metal cutting blades makes quick time of even the thickest metal found on a GTV. The air chisel, I found, made cutting off fenders and other panels a job measured in seconds, not hours. My belly got bigger, but with a garage full of technology, my productivity continued to improve.

The physical limitations of age started to rear their heads when I took on heavier tasks. The novelty of pulling engines and swapping rears quickly got old, though the hoists, jacks and other equipment at my disposal made those tasks tolerable. Fortunately, our garage, attic and shed space limited my ability to acquire too many projects, even though I had enough pieces to build another GTV stashed around the house. And then, we moved again.

I couldn't wait to move into our house at Kennett Square. Correction, I couldn't wait to move into the 6+ car detached garage that came with the house. As you might expect, I wasted no time in filling up that space with more projects, both in number and in challenge. By then, I was afraid of nothing. "Bring on those rusty bodies, those broken motors, those tattered interiors," I said with confidence. I added a trailer and a tow vehicle to bring new cars home more responsibly than the jury-rigged methods employed in my younger days.

I discovered that buying new parts made restorations much easier than trying to refurbish and repair old ones. I even started building my own exhaust systems. (Continued on Next Page)

## Old Age and Tools (con't from Previous Page)

**Garage Queens** Working on hobby cars can imbue one with a bit of hubris. Over time, our Alfas tend to become a bit pampered. Once restored, they spend most of their time in garages, away from moisture and salt. The benefit of this, of course, is that working on them is a joy. Fasteners come off with ease. Many times you don't even wind up with greasy hands. Even exhaust systems can be replaced with little effort. So, when the time comes to work on our daily vehicles, we can often be surprised in less than pleasant ways. Such was the case with the Subaru's catalytic converter.

**Where's the Fun?** By the time came to change the Subie's cat, we were in yet another house. My massive detached garage was a distant memory. While our new abode had a three-car garage, it was full of lawn tools, Alfas, wood and wood-working tools. It was not the proper environment to be doing serious repairs. "But, it's just a catalytic converter," I thought, "a couple of bolts and done. I should be hoisting a brewski in an hour. Besides, I've got this awesome set of tools and modern cars use high quality materials." When will I learn?

**Old Tricks and New** Squeezing the Subaru into the space formerly occupied by the GTV, I went to work. Just getting it properly jacked off the ground to gain access to the exhaust was much harder than I remembered. (Perhaps my mind is going along with my body?) Once up in the air, I crawled underneath on the cold concrete. My arsenal of tools quickly became impotent. My air wrench couldn't budge the first set of bolts. They were rusted into a monolithic piece of iron oxide; so much for the quality of Japanese materials. Remembering the trick I employed on that rusty Landcruiser so many years ago, I tightened the bolts instead of loosening them. They quickly sheared off with little effort. The next two looked like they would be the easier of the bunch. They appeared to be low grade stainless, with just a patina of rust on them. No dice. As always, it's always the last bolts that are the hardest. They were too corroded, or galled, to loosen. They weren't rusted enough to shear. They were tucked away so that my angle grinder couldn't reach them. But, with old age, comes wisdom, they say. I pulled out my cordless drill, one of my more recent acquisitions, and inserted a high-quality TiN drill bit into it. It bored a hole through each nut faster than a carpenter bee could chomp its way through a piece of cedar siding. Then, I pulled out the air chisel. The holes weakened the nuts enough so that they snapped apart. Those stubborn bolts were finally free!

The new cat went on without much fuss, but I was tired and stiff from lying on the ground. I had chips of rust throughout my hair. All in all, it was no fun, and certainly didn't give me the sense of satisfaction I get from working on a fine Italian sports car. Maybe it's time to use that most important tool I had even in my teen years, the checkbook.

**Youth vs. Age** Twenty five years ago, I would have been lying on my parent's driveway, in the middle of the night struggling to break those bolts free with my meager collection of implements. It would have surely taken me hours more. I would have surely woken up the next day without aches and pains. In the end, while getting old is no fun, I think I'd rather have a garage full of tools and a couple of decades of wisdom to help me tackle those repairs. Perhaps the Greeks had it right when they said, "Old age and treachery will overcome youth and skill."

## Vintage Tires

Many of our Alfas came with state of the art radial tires.... in the 60's or 70's. Well, since then, wheel sizes have steadily increased from 13, 14 and 15 inch diameters to 18, 20 and beyond today. It sometimes seems like we're going back to the future. At any rate, that creates a practical problem of limited tire availability in the proper size. Well, Howard Lewis reports that he came across some proper sized tires. He was able to get 2005 manufactured Vredesteins in the stock 155/HR15

for his 1967 Duetto at a cost of \$79 a tire. He bought them from **STRICTLY FOREIGN**, 5374 Hamilton Blvd, Allentown. Their phone number is: 610 391 9586 and their website is: [www.estrictlyforeign.com](http://www.estrictlyforeign.com)

We hope someone finds that helpful!

## On the Road ....

# Bargain GTAs in San Diego

Bob Brady

Marie and I just returned from San Diego. While the trip wasn't exactly a vacation for us, I did manage to squeeze some car stuff into our schedule. Of course, I checked the local classifieds to see if there was anything worth driving home to avoid the packed flight. Unfortunately, there was only a '91 Spider for sale, which wasn't much interest to me. We also made a couple of attempts at stopping by Symbolic Motors in La Jolla. In addition to new Bentleys, Ferraris and the like, they have a whole showroom of vintage Alfas, Ferraris and the like. Unfortunately, we never actually made it to the showroom, but we did manage to see a bunch of new Bentleys, Astons and the like on the streets. Some under aged millionaire even graced us with some screams from his Porsche GT3 with a punched out exhaust. It didn't seem to have the intended effect on the Barbie models he intended. Oh well. The only car of mild interest was a tired Ferrari 328 and a very nice Edsel convertible. In years past you could always count on seeing a host of interesting cars on the streets of La Jolla, but not this time. I was resolved to a dry hunting trip when I chanced upon an incredible find.

While looking at a collection of several cars in the hopes of finding something interesting for my soon to be driving son, my eyes nearly popped out of their sockets. There, behind the more pedestrian sports cars I found the unmistakable shape of a Bertone coupe. The white car was not just any GTV mind you, it turned out to be a genuine GTA! Then, to make things even more amazing, I found **several** more lurking among the other cars. I couldn't believe it! Just when I couldn't believe things could get any better, I checked out the selling price. Again, I almost dropped dead. Each one had a list price of a mere \$1.15. No folks, I didn't miss a decimal point. I also wasn't dreaming. These were the genuine articles. While I was tempted to purchase the whole lot, the warm California sun and beautiful surroundings put me in a particularly generous demeanor. So, I agreed to buy two of them and left the other three to other lucky prospectors. Given the size of the bargain, I opted to pick up a Bentley for my son who has been asking for one for some time. Of course, the best part of these recent acquisitions is that they don't overload my garage, being 1:43 scale.



One of Bob's new GTAs still in its protective cover.

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

<b>April</b>	<b>May</b>	<b>June</b>
<p><b>5</b> Tech Session – Nick Falcone Ent. – Bala Cynwyd, PA</p> <p><b>8</b> Monthly Dinner – Casselli’s – Roxborough, PA</p> <p><b>12-13</b> VSCCA @ Pocono</p> <p><b>27</b> Raduno Primavera Tour, Show and Lunch – Washington, D.C.</p>	<p>3-4 Hershey Hillclimb</p> <p>4 Artistry in Motion – Lancaster</p> <p>16-17 Carlisle Import/Kit Car Show</p> <p>17 Ragtops and Roadsters Open House – Perkasie, PA</p> <p><b>20</b> Monthly Dinner – Casselli’s Roxborough, PA</p> <p><b>25</b> Winery Tour – Chester County</p>	<p><b>1</b> Tri Chapter Swap Meet – York, PA</p> <p><b>8</b> Italian Car Show – Headhouse Square, Philadelphia</p> <p>15-17 AROC National Convention – Chicago, IL</p> <p><b>17</b> Monthly Dinner – Location TBD</p> <p>20-23 Le Belle Macchine - Pocono</p>
<b>July</b>	<b>August</b>	<b>September</b>
<p><b>15</b> Monthly Dinner – Location TBD</p> <p>18-20 Pittsburgh Vintage Grand Prix – Pittsburgh</p>	<p>1-3 Das Awksfest – Macungie, PA</p> <p><b>3</b> DVAROC Summer Picnic/Rally – Location TBD</p> <p>7-10 SVRA Vintage Races – Millville, NJ</p> <p>9- 10 New Hope Auto Show, New Hope, PA</p> <p>29-1 Rolex Vintage Festival – Lime Rock, CT</p>	<p>4-7 Zippo Vintage Grand Prix – Watkins Glen, NY</p> <p><b>14</b> 100 Cars at Radnor</p> <p><b>14</b> Buckingham Concours d’Elegance, Buckingham, PA</p> <p>14 Hagley Car Show, Wilmington, DE</p> <p><b>16</b> Monthly Dinner – Location TBD</p> <p><b>19-21</b> VRG Vintage Races – Millville</p>



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