



La Voce

Summer 2005

newsletter of the delaware valley alfa romeo owners club



Super Summer So Far

Jam Packed June Kicks Off Summer of 2005

This year, June approached with the speed of Bruno Giacomelli and blew by faster than you can say Fangio. Just about every weekend was filled with Alfa events.

The month started out with both the annual swap meet in York and the new Italian Car Show in Headhouse Square. I wasn't able to be in two locations at the same time, so I missed the swap meet. Dave West, however, made it and reported that it was another afternoon of generous hospitality from the hosts, the Stahlmans of Autocraft. Year after year, they put out a great spread of food and open their shop to the area's Alfisti. If you haven't been to this event, make sure you pencil it in next year.

The inaugural Italian Car Show in Headhouse Square was simply fabulous. I don't know how Thad Kirk and the Fiat club managed to get prime real estate in the heart of Society Hill closed off to all but Italian cars, but they did. By the time I arrived, around noon, the streets were already lined with all sorts of Fiats and Alfa Romeos. By 1pm, the pavilion was packed with more Alfas and Fiats along with Ferraris, a Diablo courtesy of Kirbeck Lamborghini, and a few other orphans. If you didn't know better, you would have sworn you were in Europe. The DVAROC made a great showing with Jack Stoll, Bill Conway, Quinn deMenna, Wicker Francis, Charlie Crothers, John Madigan, Bernie Varello and others sharing their Alfas with the appreciative and well-behaved crowd. For many, the highlights of the show were the Alfa Romeo Sprint Speciale and the Fiat 500s. For me, it was just a great way to spend the afternoon among classic architecture and classic automobile design. I hope this will become the start

of an annual event, just as the organizers intend. (Continued on Page 4)



A postcard from Europe? No, Philadelphia. Wicker Francis' Giulietta Spider Veloce graces the cobblestones of Society Hill

Mark Your Calendars!

August 7 – DVAROC Summer Picnic/Rally – Ridley Creek Park, Pa.

August 14 – Algar Italian Car Rally – Chester County, Pa.

August 21 – Reading Italian Heritage Car Show – Reading, Pa.

Sept 8-11 – Watkins Glen Grand Prix Fest. – Watkins Glen, Ny.

Bob's Babblings

Where did the summer go? Okay, so it's not gone yet, but I keep thinking it's still June and here we are almost into August. I hope you have been getting more seat time than I have. At least I've managed to get the GTV on the road a few times, even though I missed some recent events. Speaking of events, our annual **Summer Picnic and Rally** is quickly coming up on us. I hope you can make this relaxing tradition. We'll gladly welcome cars of all makes, even vintage Cadillacs. Unfortunately, unless the winner of the coveted DVAROC Driver of the Year trophy shows up, we'll have to come up with another. It's embarrassing, but I forgot the name of last year's winner, though he has a lovely burgundy Super. So, if you read this, please bring the trophy or give me a call!

Thanks I want to thank Ed Jones for providing reports and photos of the Lehigh show and La Belle Macchina. I also want to thank Jack Stoll for leading the tour to the Lehigh Concours. I dropped this on him at the last minute and he really came through. Thanks, both of you!

Congratulations Charlie Crothers is the proud owner of a Super. As usual, it has turned out to have more than a few surprises. But, despite the curve balls, Charlie is making great progress bringing this baby back from its unloving previous owner.

More Upcoming Events There are a number of other events of interest to the club that are coming up. The **Glenside Car Show** comes recommended from a local Alfisti and looks like a nice evening. Algar Ferrari also has invited us to join their **Rally** on August 14. They are requesting RSVPs by 8/3, but I'm sure they'll be flexible. Thad Kirk from the Fiat club invited us to the Reading Italian Heritage Festival which will feature an Italian car show. That looks like a very nice way to spend a sultry Sunday in August.

September brings with it vintage racing and significant car shows. The highlight has to be the **Vintage Grand Prix at Watkins Glen**. This year, Alfa Romeo is featured. This is looking more and more like the Monterrey Historics of the east. Sign up now.

If you can't make the Glen, the **100 Cars of Radnor** will take place that same weekend, as does the **Buckingham Concours**.

Before long, summer will be over. Do your best to drive that Italian car in your garage. You'll instantly remember why you own it and it will be most appreciative of the exercise.

Standard email Address Plea To get up-to-date information on club events, please get on this mailing list. To do so, contact me at: mpbrady@verizon.net Also, don't forget to check out our website: www.dvaroc.org

Get out and drive! -bob

Classifieds:

1991 Alfa Spider Convertible, red/tan interior/black top. 5 Speed, A/C, 71,000 miles. Recent PA inspection, new clutch, almost new tires, and new muffler. Good mechanical condition, excellent paint and body with no rust. Car has been garage kept and driven only 1000 miles per year during the last 6 years. \$6,900 or best offer. Please call 610-239-0303 or Email ron@lcr-inc.com

'91 Black Spider 23K miles, 2 tops, auto....\$10,000 **'86 Black Graduate** good condition.... \$5,000 **'84 Black GTV6** good condition...\$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 , Miscellaneous parts – Timing belts, Bearings, Sway bars, Gears, Steering assemblies, 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

1958 Alfa Giulietta Sprint, Excellent mechanicals, rebuilt brakes, new exhaust, decent interior, rust-free body, bare metal strip and now in primer. Some chrome done. \$7500 obo. Randy (609)-261-7547.

1984 Spider Veloce Silver w/ blue leather, 5 spd, 42K miles. Same owner since 1994. Recent full service by Falcone. New canvas top and clutch. Paint good, some minor chips and dings. Some rust on rockers. \$7900 OBO. Call for pictures and records. Tony (610)878-4547.

anthony.villano@zlbbehring.com

1988 Milano Platinum, 125K miles, auto, limited slip rear, leather etc. Would be a good driver, convert to racer or as a last resort for parts.

\$1200 OBO. Adam: 267-307-8483, adoherty@sas.upenn.edu

1991 164B, 130K miles, tapped in rear but trunk-lid is fine. Right rear door is jammed shut and the right rear quarter is bent, but all other sheet metal is in good shape. Automatic is in good shape. Great for a parts car, can make some decent money on this if you have somewhere to put it to strip... I don't. \$750 OBO Adam: 267-307-8483,

adoherty@sas.upenn.edu

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.

1992 164L, 5 speed, Green/tan leather, 79000 mi. Outstanding example. Two-time 1st Place winner at New Hope Concourse. Original owner; all service receipts; original window sticker. New timing belt and tensioners, recent clutch and Stebro exhaust. Best 164 available anywhere! \$9900 Call 609-683-5794 <gajanssen@msn.com>. NJ

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.

Alfa Romeo Milano Verde, I have two that I need to sell. One is black and is somewhat rusty but runs and drives well. The other is gray, and is in better condition, but has not been running. Contact: Domenick Billera, 610-838-9970

1971 Alfa Romeo GTV 1750 - Yellow over Black – 76kmi. Looks and runs great. Nice older resto, with a generous amount of new parts. Spica fuel injection was recently rebuilt, car is running at its best. Asking \$8000 Any questions please call me at 215-783-3225. Bermie.

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 **1983 GTV-6** 19K miles Silver/Blue, Bill Conway, 973-839-9239

Bill.Conway@neclease.com

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 and 1600 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

August 6 – Glenside Car Show – Glenside, PA This is an evening event right in the heart of Glenside. While it's billed as a "Cruzin" show, I'm told Alfas have made a nice showing in the past. You can register at the gate for \$20. Check in for cars is at the south end of Easton road, by Arcadia University. The show is located on Easton Road between the Glenside train station and Arcadia University. Vehicles must be in position by 5pm to be judged. For more information, call: 215-887-3110

***August 7 – Summer Picnic and Rally – Ridley Creek Park, PA** Enjoy an afternoon of picnicking and driving as the DVAROC hosts its fourth annual summer picnic and rally. We'll meet at Ridley Creek State Park at 10am. To get there, drive to the Bishops Mills Historical Institute Headquarters on Sandy Flash Drive, off of the West Chester Pike entrance. From there, look for signs to our picnic site. Each participant will drive the course and be timed. The course is about a 15 minute drive (at posted speed limits... really) and will take you through scenic countryside. The winner of the rally will be the driver who most closely matches his/her time. The coveted DVAROC Driver's Trophy will be awarded. Lunch (hoagies and chips) and drinks will be available for \$8/person. Please RSVP Bob Brady at (610)925-1837 or mpbrady@verizon.net by August 6th so we know what food to order and how many directions to make..

August 14 – Algar Italian Car Rally – Chester County, PA Please join Algar Ferrari/Maserati for a rally and luncheon followed by a polo match. The rally course will take you to a southern Chester County destination. Once there we will enjoy a delicious barbecue, root for the Algar polo team and enjoy a Ferrari Concourse. It will be a day full of fun and excitement you won't want to miss! We look forward to seeing you there. RSVP by August 3, 2005. A \$50 fee will be charged. Please call Francis, Rick or Heather at Algar (610) 527-1100 with any questions

August 21 – Reading Italian Heritage Festival Car Show – Reading, PA The Reading, PA Italian Heritage Festival will be held on August 21, 2005 just outside Reading in Spring Township. The Fiat club will have a grassy area in the shade for display of Italian Cars. The festival has food and drinks for sale and entertainment as well. This will not be a judged show but just a reason to gather with friends who enjoy our cars. No fee or reservations. First cars to arrive will be parked in the club area at the festival grounds. Hope to see you there. Plan to arrive about 11AM or Noon and spend the afternoon with the Fiat club. Cacoosing Park is located on Reedy Road just off State Hill Road in Spring Township. Take Route 422 west past Reading and get off on the State Hill Road (sometimes known as Bern Rd.) exit. Turn left off the exit and go past the Berkshire Mall. Go approximately 2 miles and past the Giant Food store turn left onto Reedy Road. Continue for ¼ mile to Cacoosing Park. We will be watching for Italian Cars and direct you to our parking area on the Festival Grounds. For info call Mike Sassaman at 610-451-6784 cell.

September 2-5 – Lime Rock Vintage Racing Festival – Lime Rock, CT This event is a wonderful way to finish off the summer. It has become the Monterey of the east. For more information, see: www.limerock.com

September 8-11 – Watkins Glen Grand Prix Festival– Watkins Glen, NY The Sportscar Vintage Racing Association (SVRA) has chosen Alfa Romeo as the "featured marque." There are a multitude of activities planned for both Alfa Romeo street and race cars at both the track and in the village of Watkins Glen, so many that the lack of things to do and see will not be a problem. Anyone who is driving an Alfa there and is not racing and wants to take part, there is what is called the Tour de Marque. For \$125 you get lunch for two at the track, two laps on the race track, two laps on the original course, downtown parking, Admission for two at the track, and a special parking area only for Alfas while at the track. Sounds like a deal to me. More details are on www.grandprixfestival.com, and www.alfasatheglen.com If you want to caravan up, contact Bob Brady at 610-925-1837 or mpbrady@verizon.net

September 9-11 – 100 Cars of Radnor– Radnor, PA Enjoy the best automobiles in the area in a wonderful setting. The car show is on the 11th. See: www.radnorconcours.org/html/events.html

September 11 – Buckingham Concours d'Elegance– Holicong, PA Since New Hope is cancelled again this year, perhaps we can attend Buckingham as a club. Contact Bob Brady at 610-925-1837, if you're interested in organizing this.

September 18 – Hagley Museum Car Show– Wilmington, PA Another great car show. The museum is worth the trip alone. Contact Bob Brady at 610-925-1837, if you're interested.

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

June Event Wrap-Up (con't from Front Page)

The following Sunday, we gathered at my house for some coffee and photos before heading over to the New Garden Air Show. While the Alfas were out in force, the rest of the field of both cars and planes was a little light compared with previous years. Nevertheless, we had a great time watching the planes and touring the eclectic museum with everything from human-powered airplanes to unrestored Cooper Formula Junior cars and Vincent motorcycles.



Jack Stoll cringes as he traverses the cobblestones



Ed Ellers' SS was an attention-getter



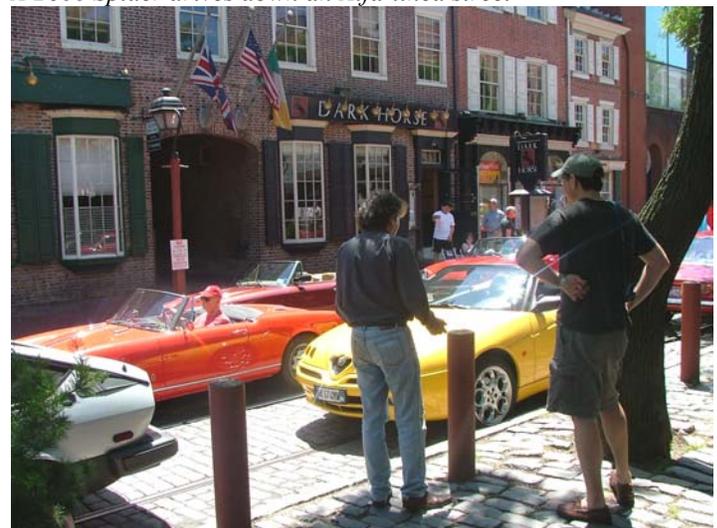
Charlie Crothers Giulia parked behind an 80's Spider



Bill Conway does **not** have the lock on low-mileage Alfas. This Sports Sedan clocked just over 2000 miles.... Yes, 2000.



A 2600 Spider drives down an Alfa-lined street



Bill Conway and Quinn deMenna check out Bernie Varallo's 2002 GTV as Jack Stoll drives past

June Event Wrap-Up (con't from Previous Page)



A quartette of Alfas gathers on the lawn prior to the Air Show



Bill Conway poses with his GTV6, next to Wicker Francis' GTV

The next weekend, the DVAROC headed north for a tour of Bucks County on the way to the Concours d'Elegance of the Eastern United States at Lehigh University. Although I didn't make this one, either, Jack Stoll led the tour and Ed Jones reported back with some interesting photos of the field. Ed Jones also attended La Belle Macchina with not one, but two Alfas. His "show" '67 Duetto won 3rd in the "open" class. Joe Nastasi's '67 Tipo 33/2 (one of only 4 constructed) won first in marquee. The sound of the beautiful car's 260hp V12 at 9000 rpm was

music. Overall, about 20 Alfa's participated. Lancia had their "national" convention there with 60 cars participating. Of course, many of the high end Italian cars were on hand, as usual. Overall, Ed said it was a fun 2 days of show, dinner and track time. Maybe it's about time for the DVAROC to show up to this event in force?



Joe Nastasi's Tipo 33/2 at La Belle Macchina

The final event in June was the COMSCC time trials at Watkins Glen. Again, I wasn't able to make this one but a friend of mine managed to hit 138 with his Corvette ZR-1... good thing I didn't go; the speedometer in my GTV goes to 140! 😊 It would be great if we could get a few Alfas out on the track. Time trials are one of the only ways you can get to experience some historically significant race tracks at speed, in your favorite Alfa.

Overall, it was a jam-packed June with something for everyone. It was a great way to kick-off the summer of 2005.



The DVAROC gang at the Concours d'Elegance of the Eastern United States at Lehigh University

From the NJAROC:

There are two other reminders in need of your attention.

First, this is the last call for anyone interested in going to Watkins Glen for the Sept. 9-11 Vintage Race Weekend. I'd like to know how many people are interested. So far I've gotten 4 positive responses. There are still places available for the events. If you want to go please visit their website at www.grandprixfestival.com for information and registration forms. Please register directly with the Watkins Glen people. It's easier than running it through me. We also need to find accommodations. Because people will probably be going at different times based on work schedules I suspect that we'll simply meet at the Glen. However, it would be nice to stay at the same hotel/motel. The Race Weekend organizers suggested checking out the Schuylers County Chamber of Commerce's website at www.schuylerny.com. For accommodations. Look them over and let me know what you think. The sooner the better.

Second, It's time to decide about our overnight tour of the Hudson Valley on 10/15-16. We'd like to firm this up so that we can reserve some space at the Beekman Inn for brunch on Sunday. The itinerary is extensive so I'll just give you the highlights for now. We'll meet at the Gateway Diner in Newburg, NY and leave at 9 am. We'll wind our way around Ulster County and pause for a break at Wright's Farm Stand and Tantillo's Apple Orchard in Gardiner, NY. I'm told that Wright's has a killer selection of jams, jellies and pies. Tantillo's has the best Jonagold and Honey Crisp apples in the Hudson Valley. And by the way, they have fresh cider doughnuts that are 'to die for'. Afterwards we'll take a scenic drive up and over "the Gunks" with a stop to view the Catskills. From here we'll head up to New Paltz for lunch at the Mohonk Mountain House. This will be our destination for the day. Here we'll have time to do some hiking or visit the botanical gardens or just spend some lazy time around the lake. Or you can slip away to visit New Paltz for awhile. Or you can check out the many balconies of the Mohonk Mountain House or their "grand lodge" lobby. Everyone will be on their own for dinner with no planned activities for the evening. We plan to stay at the Days Inn in New Paltz. On Sunday we'll leave the Days Inn and make our way to the Beekman Arms Tavern in Rhinebeck for brunch. We'll pass through Roesndale and Kingston and cross the Rhinecliff Bridge. After brunch we'll visit Rhinebeck. At 1 pm we'll leave for the Mills Mansion Car Show which is located in Staatsburg, about 15 minutes from Rhinebeck. The car show is informal, friendly and quite popular. And it has a spectacular setting. We'll have a designated spot for parking/display. We can stay as long as we like. If we're still feeling adventurous there's always the Mills Mansion or the Vanderbilt Mansion to explore. For anyone who can't make the trip for both days you're more than welcome to participate for one day. If you would like to join us on Sunday we'll be waiting for you at brunch. You can either join us for brunch or meet us afterwards. I know that this sounds like a lot of info but, believe me, there's more so I'll stop here. If you're interested and would like more details, such as prices, please let me know ASAP. This tour will be taking place during prime fall foliage season so we need to act soon. I'll be waiting to hear from you.

Ciao,
 Enrico (732)530-9105

Good Turnout of Italian Cars at VIR

Peter Krause (via Alfa Racing Digest)

In the quickest group of the weekend for sports racing cars, Dave and Scott Fairchild won the International Auto Sport Italian Challenge Feature race and came in third in the Group G race behind a McLaren Can-Am car and a 300 bhp Lola in their Fiat powered (1500 X 1/9 twin-cam, four-valve) PBS Mk 4! In the most relaxed group of the weekend, we had Chris Silvestri running Jim Sheffield's old Fiat-Abarth 850TC Nurburgring, John Kendall bringing out an 8C-2300 Monza and a Maserati 6C-1500 GP car, Jim Duffield in his Fiat-Abarth 1000 Bialbero (the ex-Cunningham Walt Hansgen Sebring car), me in a Fiat 850 Spider, Sandra McNeil in the ex-Rasey Feezell roundtail Sprint Zagato and Bob Bodin's 250GT TdeF running up front!

In Group B, Hugh Tompkins GTA Junior ran well until overheating woes sidelined the car, Colin Stanley lost a connecting rod catastrophically in his GT Junior Saturday, Kurt Bissell lost a connecting rod in his 1600-powered Giulietta Spider, but Mike Kristick ran well in his Lancia Fulvia Zagato. Nick England was nearly on the podium in his Fiat 850 powered Beach H Mod and Leslie Elliot went well in her Giulia Super. The most spectacular cars in the group were the three Ferraris, a real, unrestored 250 GTO, a 250 GT SWB and one of four 330 LM/B's ever made! We had a beautiful Tipo 61 Maserati Birdcage appear in the pre-'59 sports racer group and in the fastest four cylinder group, I drove the 1970 GTV that I share with Paul Tavilla with Pat Boova, Dana Loomis and Les Bowers all running their 2-liter GTVs and going fast! Ariel Dorra ran Chris Silvestri's 2-liter Berlina and Ceasar Cone drove his ex-Bob Colaizzi 2-liter Duetto. Ceasar and I were no-shows for the feature after an eventful Italian feature. Ceasar and I went the quickest of the weekend in the Italian Feature race, him starting on the pole with me right next to him. The PBS made it's way by (which it should with half the weight, twice the tire and 3/4 of the horsepower!) on the second lap and I followed him past Ceasar a couple laps later. I was able to close on the sports racer, but lost fifth gear two laps from the end and settled for second overall at a 2:20 (VIR produces times about equivalent to the Glen) with Ceasar a little ways back turning a low 2:21. It was a pleasant weekend, Mike, we missed you and Chris. Missed Rob Mocas, too. Hope to see some of you at Mid-Ohio and all of you at the Glen in September!

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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

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The Good, The Bad and The Ugly

Adventures in Vintage Racing - Part 2

Bob Brady

In the last edition of La Voce, Bob was in the middle of his second running of his new GTV. When we left him last, he was sitting in the middle of the track, watching others go around and waiting to get his broken GTV towed in.

Once in the paddock, I pulled the hood and peered at the engine. The red hot exhaust clued me in right away. Some how, the distributor came loose and the timing retarded to the point where the engine could run no more. A few minutes with the timing light later, I was ready to try again.

The next session was better. I was getting the groove of the track. The GTV was running even stronger. It was now pulling strong past 6500rpm, still not as strong as it should, but better. Running down the back straight, everything looked fine, then silence. "Rats, not again," I mumbled as I coasted into my "reserved" parking spot on the track. At least I got a great view of the others on the track. Once again, the tow truck pulled me in. This time, I was a little baffled. Fuel flow was fine. The distributor was in place. I was even getting spark. I even pulled the cam cover to make sure there wasn't something fatal broken. Still, I had no luck finding the problem. At that point, I was thinking I was done for the day, done for the weekend. With nothing to lose, I decided that the ignition module on the Marelliplex might have gone bad. I've been carrying a spare for years. It was time to try it out. A quick swap later, I cranked the engine... Varoom! Success!! Although my sessions were done for the day, I cajoled the steward to let me on with the instructors. He had a soft spot for the Alfa and let me on.

Finally, the car was running like it should. It pulled strongly past seven grand. Life was good. Then, (*you knew this couldn't be the end, right?*) the smoke started. I first noticed it in my mirror. Then, it filled the cockpit. Oil pressure was okay. There were no noises. Maybe it was just the oil filter coming loose. I pitted to find out.



Bob's GTV marks its space on the new concrete at Summit Point

Of all things, the dip stick popped out of place. Not wanting to take any more chances, I zip-tied it secure. At least it wasn't anything serious. I finished the day exhausted, but confident that the car was pretty much shaken down.

That night, the winds came. I was camping in my Suburban, at the track and I could hear the whistle and feel the truck sway. Worse, the canopy we had set up was struggling to stay put. Every other hour, I awoke and went outside in the uncharacteristically cold spring night and lashed the canopy down further. This captain Ahab routine was getting old, but at least everything was staying put. Then, around four a.m. the canopy tore. For what seemed like the next hour, I struggled to break it

down in the gail-force winds. In the melee, the car suffered a scratch along the door. It could have been much worse. With the canopy finally battened down, I inserted my shivering body inside the now freezing sleeping bag.

The morning brought overcast conditions to add to the wind. At least the rain was over and the track was dry. The rest of the day went without a hitch. The car ran like the well-oiled machine it was. My driving improved. Life was, once again, good.

Although the Miatas in my class smoked me in the time trials, I got plenty of time to bond with this new car. I finally got used to its dirt-tracker handling and could now get it around the track reasonably well. After the time trials, we had about an hour of open track time.

I took advantage of it to see if I could break anything else. I couldn't. I did manage to wear the front tires down to the cords, however. That explained why the car was understeering in my final laps.

I was feeling confident on the drive home. The demons had finally been exorcized. I was ready to attack my next drivers school.

The Bad, The Good, The Really Ugly – Nelson Ledges Driver School When I got the car home from Summit Point, I noticed that it wasn't just the tires that I'd worn out. When inspecting the rear brakes, I found that I wore one pad clear through to the backing material (i.e. metal). The rotor didn't seem to suffer much, other than it being shaded a lovely blue color from the heat. The axle seals were another matter. I've noticed this several times now. When too much heat from the rear brakes gets into the axle, the seals deteriorate and let oil escape to the wheels. Replacing the seals was a pretty simple matter. Although it is highly recommended to replace the bearings when the seals fail, I opted not to. Replacing the bearings requires tools that I don't have and the leak wasn't very severe.

After the axles were back in place, I replaced the seals in the calipers, replaced the pads and installed the Speed-Bleeders I'd been meaning to do for some time. That was it for the little jobs.

Since purchasing the car, I knew I'd have to change the exhaust. Not only was it way too loud, it also hung very low, forcing me to use wooden planks under my ramps to get it on the trailer without scraping. Since I had a couple of weeks before the next school, I decided to put on a proper exhaust.

Over the years, I've built a number of exhaust systems. It's not that doing them myself actually is any cheaper than having a professional build them. Rather, it is the many hours lying on a cold concrete floor that makes me enjoy building them so much.

For this car, I opted for 2 1/4" pipes and a single Flowmaster muffler. The main design consideration was keeping everything tucked high for ground clearance. Although it took longer than expected, as it always does, I was very satisfied with the final product. Listening to the Ferrariesque sound it emitted made it all worthwhile. With the exhaust done, I was finally ready for the next event.

Originally, I had planned on going to New Hampshire for my next school. Then, I received a postcard in the mail about a school at Nelson Ledges. Once I realized that Nelson is actually several hours closer than NHIS, I changed plans and signed up.

Once again, Jack Stoll agreed to crew for me. I can't tell you how much I appreciate his help and support. It made a huge difference. Unfortunately, once again, we found ourselves in some less than ideal weather. We drove through cold rain much of the way across Pennsylvania. It was still raining when we finally found the "track in the field."

Nelson Ledges is truly a track in a field. There are no signs for it. Only when you reach the entrance do you realize that this farm is a race track. As you might expect, amenities are pretty rustic. The rickety bridge that led to the infield looked like it had seen better days. (Continued on Next Page)

The Good, The Bad and The Ugly
(con't from Previous Page)

I almost thought I could see through some of its potholes. Once infield, there is grass and mud to greet you. At least they have one relatively new restroom/shower facility. On the positive side, the atmosphere at Nelson is decidedly more relaxed. They made you feel like guests instead of cattle.

The schedule was the same as the last school. After Jack and I ate dinner at the BYOB restaurant that dared call itself the "Irish" Pub, we returned to the track for a classroom session.

We were both glad we opted to stay in a hotel instead of camping. Once again, though, the hotel had its issues. This time, it took the receptionist more than a half hour to find my reservations. Once she did, she directed us to a room already occupied. The next room she gave us had only one bed. Finally, we unpacked in the room we wanted and got some rest.

We awoke to cold rain. When we arrived at the track, Jack applied copious Rain-X to the car while I warmed it up. Soon I'd be on the track again, but first it was time to meet my instructor.

My first laps of Nelson were in my instructor's pick-up. Nelson is a very interesting track. It almost seems like one continuous series of turns. It is deceptively fast and has some areas where runoff is limited, as I'd later find out.

As I drove session after session, that first day, I realized just how fast the track could be. Sections where I was driving very slow in the morning became nearly flat-out exercises by the end of the day. It also helped that the track dried as the day went on. The organizers even extended the first day so that we could get more track time, in anticipation of the next day's snowy forecast.

The last session was great. Although, I still struggled to find the apex of the last turn, I found myself diving past other cars in every other turn. On one lap, we were three-abreast going into turn 1. I was ready to give way, when the cars on both sides of me beat me to it. With those cars behind, it was time to reel in the Miata in front of me. Two turns later, the Miata went in to turn 4, slow and wide. I dove inside, clipped the apex and sped away. At this point, I was grinning ear to ear. This was FUN!

By the time the day was over, I was exhausted, but exhilarated. We celebrated the successful day with my classmates, instructors and flaggers over a home-made spaghetti dinner.



Yes, that is snow. Unlike NASCAR, road racers don't let a little snow stop them from racing!

There was lots of talk on Saturday about the incoming snow storm. The forecast for Sunday ranged from an inch or so, to over eight inches. When I peered outside Sunday morning, it looked like we were spared the worst of it. Although the Suburban was white, the roads were only wet.

Back at the track, we found the GTV covered in a coating of wet snow. Apparently, the canopy was no match for the horizontal snow. Cold and wet, Jack and I did our best to clean off the car while we kept the Suburban running for heated shelter.

Sunday's schedule consisted of a warm-up session followed by a session practicing starts. It was to conclude with a 10 lap race. At the drivers meeting, that morning, the organizers announced that the race would be kept to five laps, due to the conditions. Before getting back on the track, I asked the chief instructor if I could be considered for a waiver from my second school.

(Since I didn't finish the first school, I theoretically would need to complete two additional schools.) The feedback was positive. It was looking like I would have my provisional license by the end of the day.

I didn't complete my first lap before I found myself off in the grass, unable to move. What was a slippery track the day before was now an ice-skating rink. That cursed locked-rear didn't make matters any better, as I found myself ready to pirouette every time I tried to apply power. Once the tow truck pulled me out, I was back tip-toeing around. Again, before I completed the lap, I was spinning in the last turn. At least this time, I kept the car on the pavement. Before that session ended, I would spin again in the same place.

Somehow, I managed to keep it together through the second session. I was particularly wary about this one, as we were lined up very closely to practice starts. I didn't want anyone bumping into my lovely Bertone bodywork. As we lined up for the last session, the race, one of the instructors announced to me that the race was now down to three laps as it was now snowing hard. He also congratulated me, prematurely, and welcomed me to the "racing fraternity." "Just drive a clean race," he said, "and you'll do great." If only I'd listened.

When the green flag dropped, starting the race, I felt my GTV go sideways down the straight. Gingerly, I drove through turns 1 and 2, passing a Lotus 7 in the process. A BMW was bearing down on me in the next turn, but he couldn't make the pass. He tried again in turn 4, but backed off. Going into the long carousel, I feathered the gas, recognizing how slick the road was. Just ahead, a Porsche 944 went off and was coming back on to the track, blocking the line. I had to go wide as I exited that turn. If the racing line was slick, the track off the line offered no grip whatsoever. I did my best to stay on the pavement, knowing that dropping a wheel off here was disastrous. And that's where my memory has a hole. I'm not exactly sure what happened next. I may have accelerated too quickly on to the straight. I might have moved to the left to avoid a car sliding into me. I'm really not sure.

The next thing I knew, I was going sideways. "In a spin, both feet in," they say. So, I did just that, as I've done many times before. This time, however, instead of running off safely, I found myself hurtling down a hill of icy grass. The tire wall came up fast. I braced for impact. Crunch! Then, "Awww, man!" the world turned upside down and around. Then, silence, a few expletives and the friendly face of a corner worker appeared through my net. "Are you okay?" "Yeah, I'm fine, aggravated, but fine." He asked me where I was, what day it was, what happened. The first two I knew. The third question, well, I was hoping he could tell me.

Jack was just exiting the bathroom when he noticed I hadn't come around with the other cars. He saw the red flags go up, and started to worry. He saw the ambulance go out, and really started to worry.

Inside the ambulance, the EMT complimented me for my good blood pressure. In my head, I wondered how I was going to get the car home.

Embarrassed and disappointed, I met up with Jack and led the tow truck back to our spot. . (Continued on Next Page)

The Good, The Bad and The Ugly (con't from Previous Page)

He was relieved to see me well. Along the way, the well-intentioned comforted me as best they knew how. Frankly, I just wanted to stew.

The tow truck was able to push the car on to the trailer backwards. I yelled, "Hey, don't scratch it," in an attempt to lighten up the dismal scene a bit. Others continued to filter by. One tried to comfort me by noticing that at least the engine wasn't damaged. I tried to explain to him that unlike Hondas and Miatas, the expensive part of an Alfa is the body. As we continued to pack up, a vulture came by trying to sell me his Jetta race car. "No thanks," I replied with a leer.

As expected, I didn't get my waiver. I did get credit for the school, but it really doesn't matter. The racing season is pretty much over for me. This particular GTV is probably a total loss. The initial impact into the wall bent the left wheel and the tie-rod that tried to keep it straight. That impact tore the steering box from its mount, cracking it and bending the unibody in that area. Both A pillars now stand more vertical than Signor Bertone intentioned. Whether they are in that position from the roof caving in or from the front of the car bending down is still not clear to me. I'll have to pull the engine, at least, before I can completely assess the damage.

If there is a positive side to the whole event, it is that all the safety equipment worked as designed. The cage kept the roof from coming in on me. The window clips kept the windows in, which miraculously didn't break. The fuel cell kept the fuel in its place. Nothing broke loose. The only damage I sustained was some trauma to my left shoulder, that and the severely damaged ego. Maybe I pulled a tendon as my head bobbed around when I flipped. Although it still hurts, it's nothing worse than the pain I had in my right shoulder from painting the Suburban. I suppose best of all, Marie took it unbelievably well.

When Jack and I arrived home, Marie was out with the kids. We were trying to figure out how to get this akimbo Alfa off the trailer and into the garage when she pulled up. Surprisingly, she chuckled and remarked that I had a little body work to do. My kids broke out laughing when I told them I rolled; some support group!

While my quest to race at the Glen this year appears to be over, I haven't given up hope. The rivet queen is now getting the attention. With luck, I'll be back on the track by the end of summer. I've even considered building a jig to pull the other GTV straight. My Cardisc gives complete instructions. How hard can it be? Maybe it will get resurrected as a GTAm replica. I'm sure glad I kept that roof from the GTV I cut up a couple of months ago!



The aftermath of an encounter with a tire wall. While it still runs, the only panel that didn't sustain damage was the passenger door.

In the Garage...

Pressing Problems

Bob Brady

About ten years ago, when I was just fitting out my first garage, I bought a vise. My vise purchase was consistent with my general philosophy of if a little is good, more must be better and too much must be just right. So, I sought out the biggest, baddest vise I could find. I found a 62-pounder in the Harbor Freight catalog. Now, before you deride cheap Chinese tools, I have found that for items that get infrequent use or items that are primarily large chunks of steel (like a vise), these cheap tools work just fine. That said, I strongly recommend that you never buy cheap impact sockets, but that's a topic for another La Voce. At any rate, this vise swiveled in two directions and had pipe jaws. For nine years, this vise performed flawlessly and improvised nicely for a metal break and shop press on numerous occasions. In fact, it worked so well as a shop press that every time I looked at the Harbor Freight advertisements for hydraulic presses, I just couldn't rationalize the purchase. After all, my big, bad vise has worked just fine. Worked, is the operative word.

About a year ago, I was in the process of removing some lower A-arm bearings from the stack of lower A-arms I had lying around my garage (Doesn't everyone have a stack of these?). You see, I needed to replace the cheesy rubber bushings in the upper suspension arms on my GTV as they extruded out during a track event. All was going fine until I broke out the six foot long length of roll bar tubing I used to give that vise some "umph" when it played shop press. As I cranked down, things got easy, too easy. Looking down, I saw that my big bad vise fractured. "No problem," I thought, "I've got a welder." A few minutes and a couple of hundred Watts later, the vise was good as new, or so I thought. Then, along came Charlie.

Last weekend, Charlie Crothers stopped by to pick up some parts for his Super and replace his lower A-arm bushings. He was surprised that I was going to use my big bad vise; he thought I had a proper press. Proudly, I went about cranking those bushings out. I even broke out that roll bar tubing again. And, again, I cracked it in half. Once again, I broke out the welder to repair the wounded hunk of Chinese steel. Then, it broke again. "Rats!"

After looking at my options, I discovered that Harbor Freight opened up a retail store near to work. Yesterday, I bought another big bad vise..... and a hydraulic press. Charlie, I'm all ready for you!



Daughter Emilie waves goodbye to dad's Duetto as it makes its way to Canada

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

<p style="text-align: center;">July</p> <p>9-17 – Pittsburgh Vintage Grand Prix Festival – Pittsburgh, PA 8-10 – Italian Car Festival, Canton, OH Contact: Lee Contie (330)471-9980 or lcontie@neo.rr.com TBD – DVAROC Event 28-31 – AROC National Convention - Seattle, WA www.alfapotlatch.com</p>	<p style="text-align: center;">August</p> <p>** – New Hope Auto Show – New Hope, PA CANCELLED 6 - Glenside Car Show - Glenside, PA 7 – DVAROC Summer Picnic and Rally 14- Algar Italian Car Rally 21 – Reading Italian Car Show TBD - CTAROC Driver School/Time Trials - Lime Rock Park, CT... don't hold your breath!</p>	<p style="text-align: center;">September</p> <p>2-5 – Vintage Racing Festival – Lime Rock , CT 8-11 – SVRA Vintage Grand Prix – Watkins Glen, NY www.grandprixfestival.com (www.alfasattheglen.com) 9-11 – 100 Cars of Radnor – Radnor, PA 11 - Buckingham Concours d'Elegance, Holicong, PA 18 – Hagley Museum Car Show – Wilmington, DE 30 - 2 – New York City Concours d'Elegance, Central Park, NYC</p>
<p style="text-align: center;">October</p> <p>TBD – DVAROC Fall Picnic 30 – Southern MD Fall Foliage Tour with Ferrari Club – Capital Chapter AROC</p>	<p style="text-align: center;">November</p> <p>TBD – DVAROC Fall Tour 18-19 - COMSCC Time Trials - Lime Rock Park, CT</p>	<p style="text-align: center;">December</p> <p>TBD – DVAROC Indoor Go-</p>



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