



La Voce

Fall 2004



newsletter of the delaware valley alfa romeo owners club

Spectacular Summer

Planes, Picnics, Rallies, Races, Concours and Conventions

The summer of 2004 will go down in history as a banner year for Delaware Valley Alfisti. From concours to conventions, tours to tech sessions, picnics to races, there was something to satisfy every diverse interest.

New Garden Air Show June kicked off the summer and the DVAROC made a surprise great showing at the New Garden Air Show. The night before the show, I had planned on just one or two other Alfas to attend. Returning to my house on Sunday morning, I was greeted with a driveway full of cars including: Giuliettas, Giulias, Alfettas and Spiders. Over coffee and pastries we rekindled friendships and swapped stories. The morning air was fresh and the early summer sky picture perfect. Speaking of pictures, the moment demanded a group portrait. So, one by one, we arranged the lovely sports cars in the front yard and photographed them with their proud owners. With the formalities over, we made the short trip to the show through some lovely back roads.

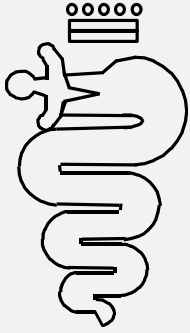


As always the air show was great fun. Nearly a hundred classic and antique cars were on display near the hangers, including our own contingent of Alfas. Inside one hanger, an eclectic collection of motorabilia was on display, including some Cooper formula cars and many antique motorcycles. Outside, scores of vintage aircraft were spread across the lawn and runways. One interesting sight was an oil fill cap for a Stearman biplane labeled "Oil Fill 4.7 Gal." And you thought the 7+ **quart** capacity of a typical Alfa was a lot!

Of course, the real thrills of the air show were the flying demonstrations. These included landing a plane on a truck, jet flights, aerobatics and the awesome sound of a P-51 at full song. A great time was had by all.

Spring Tour/Lehigh Concours The following weekend, we gave our cars a bit more exercise as we toured Bucks County on the way to the Concours d'Elegance of the Eastern United States held at Lehigh University. A small but dedicated group gathered at Friendly's for breakfast and Alfa chatter that Saturday morning. Once our tummies were tanked up, we reviewed the directions for the tour and got underway. Dave West brought along his newest toy for us to see, a Giulia Veloce Spider. (Continued on Page 4)

Mark Your Calendars!
**October 3 – Fall Picnic – Brookside
Farm, Paoli**



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**November 21 – Tech Session – Quinn
DeMenna’s – Haddon
Heights, NJ**

Bob's Babblings

Our Web is Back! Thanks to the efforts of Howard Sacks (Fred Sacks' son) our website is now back up and running. It also has a new look, which I hope you find pleasing. It's particularly important as the dependability of LaVoce seems to be ebbing. While publishing LaVoce is truly a joy, I find it more and more difficult to get it out on a regular basis. The web, on the other hand, is a bit easier to keep updated. So, please stop by www.dvaroc.org from time to time to keep up on the latest DVAROC news.

Autumn Events While summer was spectacular, autumn is the time of our premier event, the fall picnic. Henry and Nancy Wessells have invited us back to spend the afternoon on their farm in Paoli. This is always our best-attended event and there is always a surprise or two that arrives. I expect this year will be no exception. So, mark your calendars now for October 3rd. See the "events" section for more information.

After the picnic we'll likely do a fall tour around Halloween, as has become tradition. I'm working the arrangements now, so check out our web site for news as it develops.

Later in November, Quinn deMenna is allowing us to invade his home while he puts his Alfetta back together from a little convention mishap. Come see what happens when your rod bearings get starved and help him get his Alfetta back on the road.

December has been a dead month for our club in recent years. I want to change that, this year. Tony Latini has done some leg work and found a great place for us to go play, without subjecting our Alfas to road salt, an indoor go-kart track. I hope to organize something there for us in December, so again, keep checking the web.

Staying in Touch You're probably tiring of hearing this, but my ability to crank out a La Voce at any interval resembling regularity continues to diminish. So, unless someone volunteers to help with the publishing of it (hint... hint...) I'm going to have to rely more and more on email and the web to keep you abreast of events. If you haven't received an email from me this summer, you aren't on the mailing list. Send an email to: mpbrady@verizon.net to get on the list.

Many, Many Thanks I think a large reason this summer was so successful is because a lot of you helped make it so. A few are notable. Thank you, Jack Stoll, for organizing a super tech session at Ragtops and Roadsters. Thank you Quinn deMenna for agreeing to host a tech session at your house. Thank you, Bill Conway, for a constant supply of material for LaVoce. Finally, thank you, Henry Wessells, for a memorable presentation at the national convention. It was wonderful.

See you on the road.... bob

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

Send web classifieds to: classifieds@dvaroc.org

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Classifieds:

1993 SPIDER VELOCE, 23,400 orig. mi. (Carfax avail), auto, PS, PB, PW, ice-cold AC, white ext (original) with black leather/suede int, original Haartz-style convertible top, optional hardtop (black) included, tonneau, vinyl softtop cover, near new Pirelli tires on factory alloys, factory multi-speaker cassette/radio, factory security system, lockable car cover, not driven Winters and garaged, routinely serviced with receipts, new calipers, lines and pads, near new Konis, all owner's manuals/books, AROC member, \$12,500, Dan (215) 844-4260.

1994 164 LS, black with tan leather, automatic. My well-maintained and unique daily driver for the past 10+ years. Garage kept, all scheduled and preventive maint. (Algar) and MPG records. 150k mostly hwy miles. \$8,000; photos available; Tony Latini 267.252.8055

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 excel shape cosmetically and mechanically, paint looks new, no accidents. Dave 302-993-7800 or davidbeck@sprintmail.com \$7500.00.

1983 Alfa Romeo GTV-6, Maratona w/3.0, 98K, complete Verde drivetrain, hit in front, needs fender and front valence, have parts to repair, interior near mint, rest of car is very nice except paint is wearing thin in parts, \$2000 obo. Domenick Billera, 610-838-9970

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

1963 GIULIA SPIDER, gray/red, restored for driving, CA car, never any rust, bare metal repaint, Webers, mech rebuilds over 12yr ownership, \$16,000. Arthur (215) 985-4714 or nomecos@netaxs.com
'57,'58 Giulietta Spiders and '81 GTV-6 parts cars. Spiders are rusty, but have many good parts, including a windshield. Some extra spares such as a rear included. GTV-6 has a good engine. Typical rust. Must sell immediately. Dave 484-515-8415

1971 Alfa Romeo GTV 1750 - Butterscotch Yellow over Black - 76k miles. Looks and runs great. Nice older restoration, with a generous amount of new parts. Spica fuel injection was recently rebuilt, car is running at its best. Asking \$8000 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

BillConway@neclease.com

1967 Duetto Euro car, red, has been sitting, but supposedly the engine is fresh. A couple of minor dents and needs floors/paint. Seats are nearly perfect. An easy restoration. \$2000. Contact Bob Brady 610-925-1837, mpbrady@verizon.net for more information.

NOS Parts I have hundreds of NOS Alfa parts. Most of them are 105/115 series parts, but I also have some 101, 102 and 106 series parts. See inventory and some prices at:

<http://members.verizon.net/~mpbrady/newpartsinventory.htm>

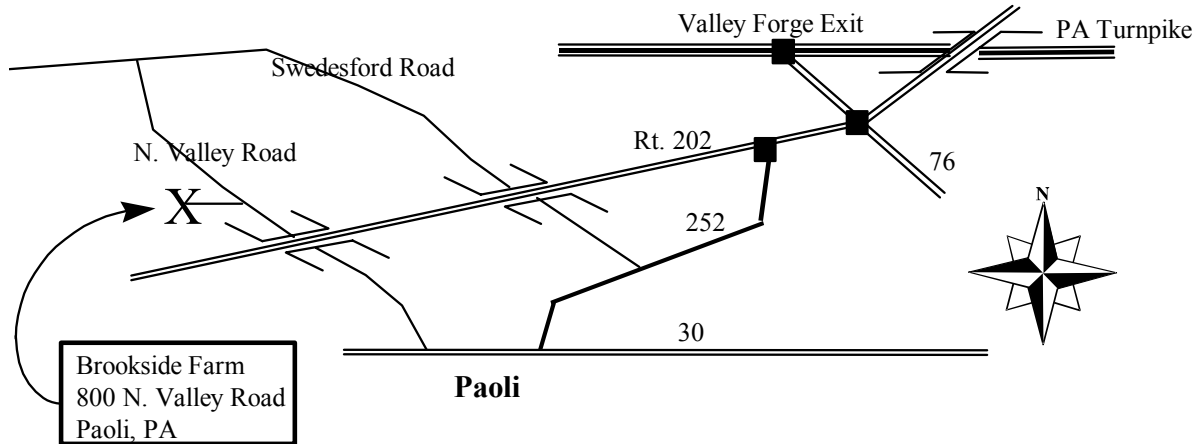
In addition to the new parts, I have a couple 1750 and 1600 engines as well as some spare 5spd transmissions for sale. Contact Bob Brady 610-925-1837, mpbrady@verizon.net for more information.

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

*October 3 -DVAROC Fall Picnic - Brookside Farm - Paoli, Pa

Fall is picnic time for the Delaware Valley Alfisti and their friends. Join us at the Wessells' Brookside Farm for a wonderful afternoon among beautiful cars, lovely scenery, and an outstanding group of people. The event will start at 12:00 and finish at 3:00. In addition to gathering our cars together on the lawn and eating lunch, we'll hold our annual elections. Gourmet bag lunches will be available for \$10. Choices are: Ham and Cheese, Chicken Salad, Curried Chicken Salad, or Roast Beef on Wheat, Sourdough, Croissant or Focaccia. Lunches will include a pasta or potato salad and a desert. Drinks will be provided by the club. If you can't bring your Alfa (or don't presently have one), bring a part, picture, or emblem. Or, borrow one of my Alfas for the event. Please **RSVP by October 1** and place your lunch orders with Bob Brady at: (610)925-1837 or bbrady@rohmmaas.com. Don't miss this great event! See directions below:



From the PA Turnpike:

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

From Route 30:

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

September 19 – 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.

***Early November TBD – Fall Tour– Somewhere, Pa.** We'll probably do our usual Bucks County Fall Tour. Stay tuned for more information. Contact Bob Brady at 610-925-1837, if you're interested in going... or helping to organize (hint hint).

***November 21 – Tech Session – Quinn DeMenna's, Haddon Heights, Nj.** Quinn DeMenna has generously offered the club his misfortune and his garage to share with us. We'll be helping him get his engine back together, and hopefully back in his Alfa. For directions and more information, contact Quinn DeMenna at 856-547-4352 or qdemenna@comcast.net, if you're interested in going.

***December TBD – Go Karting – Pottstown, Pa.** I want to try to get us out to an event in December. Tony Latini did some groundwork on going go-karting, indoors. It sounds like fun. Stay tuned for more details. Contact Bob Brady at 610-925-1837, if you're interested in going or helping to organize this event.

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



Summer Fun (con't from Front Page)

The Stolls chose shade over sun and took the GTV. Dan Newton went alfresco in his white Spider.

Along the way, we sampled some of Bucks County's most scenic and entertaining roads including covered bridges, a blast along the Delaware (past Spiderman's liar) and shade-covered "b" roads. As we approached our destination, we drove past the lines of cars waiting to park at the base, where buses carry attendees to the show at the top of the hill. Instead, we drove our Alfas up the mountain to the show grounds and parked in the "Alfa Romeo" section. Membership has its privileges.



Jack and Dave next to Dave's new toy



The Giulietta Spider's cousin, a Lancia Aurelia Spider

Next to our little row of Alfas sat a Lancia Aurelia Spider, a driving restoration project. From a distance, its Pininfarina body could have easily been mistaken for a Giulietta Spider. Under skin, however, it was all Lancia, with a V6 engine and leaf-sprung de-Dion rear transaxle. It was great to see that its owner didn't allow it to sit. Some day, I'm sure, the bungy-cords holding the doors shut will be gone and it will be sitting proudly inside the show.

This 15th anniversary Concours had as its theme "The Body Beautiful – Custom Coachworks." While there were some great examples of spectacular vehicles, the overall field was a bit sparse. The trend of declining prestige seemed to continue this year. Some of the cars around the rotunda were truly unremarkable. That said, there were a few jewels. Two cars of

note, particularly for aficionados of things Italian, were a stunning 1953 Siata Berlina and a gorgeous 1951 Ferrari 212E. Both of these grand tourers had elegantly sculpted bodies with delicate details and handsome interiors. Unlike some of the Detroit iron from the 60's on display, these classics will never go out of style.

Swap Meet Some Alfisti just can't get enough. Fortunately, the day following the Tour to the Concours was yet another event, the annual Tri-Chapter Swap Meet in York, Pa. While I didn't get a chance to make it this year, the reports I received from those who did were very favorable. Jerry Stahlman, owner of Autocraft, the site of the meet, again provided a wonderful spread of Italian food for lunch. Members from the Central PA, Capital and Delaware Valley chapters supplied the cars and stuff to swap. Once again, a great time was had by all.

Ragtops and Roadsters As June rolled into July, summer got into full swing. While July is typically a light month for DVAROC events, this year we changed that. Thanks to the great work of Jack Stoll and shop owner Mike Engard we had one of the best attended events of the year. (Con't Next Page)



Jack Stoll's Giulietta, Bill Conway's GTV-6 and another Spider grace the streets of Perkasio.



Jim Andrews' Giulia Spider makes a lovely postcard

Ragtops and Roadsters (from Previous Page)

The shop inside was full of Alfisti by the time I got to Perkasio. Outside, the streets were lined with Alfas. Dan Diefenderfer drove his beautiful GTV (the green one; not to be confused with his beautiful red one). Bill Conway's pristine GTV-6 was across the street, behind Jack's Giulietta. In the lot, Ed Jones' Duetto was parked. A little farther up the street, Jim Andrews' Giulietta graced the landscape. New member, Chris Ziegler didn't bring his Giulia, but at least he brought some photos.



Two GTVs on the street... An uncommon sight in Perkasio

After the requisite coffee and donuts, Mike showed us around the shop, a former Studebaker dealership. At street level, about fifteen cars filled the "showroom" in various stages of restoration. While Ragtops and Roadsters specializes in British automobiles, they will work on any car as evidenced by the Volvo P1800 undergoing a complete makeover. Their capabilities include: body repair, mechanical and interior restoration and just about anything else you could need, with the exception of painting. For that, they work with a local shop who has the proper facilities. The Volvo was a good example of their complete services. The MGTC and Jaguar XK120s he showed us were there primarily for mechanical work. The 20's Rolls Royce was having a complete interior restoration. They truly are the one-stop-shop for your vintage auto needs. While looking and learning about great British cars was interesting, Mike understood that this group preferred cars with a more Mediterranean origin. With that in mind, we were led downstairs for a special treat.

The garages below the shop contained another ten cars, again mostly British. The tools at the one end and pieces of fabricated metal indicated that this was where the cosmetic surgery happens. Among all that tractor technology from the U.K. was one Italian jewel, a lovely GTV. This GTV, however, was not unfamiliar. This one was Jack Stoll's.

Some time back, Jack noticed that his one front quarter panel had what appeared to be body putty peering out from behind the splash guard. Jack decided to do the right thing, exploratory surgery. So, there in front of all of us, one of Mike's best body men proceeded to take an air cut-off tool to the GTV's shiny paint. After the window was cut, it was time to see what lay beyond. It was not encouraging. Not only was putty found, but behind that putty was an amateurish repair, and worse, rust! We rushed to keep Jack from fainting. With group comfort, he regained the strength to continue and orders were given to cut some more. So cut he did. And more rust was found, extending into the driver floor.



The Surgery Begins!

While no one wants to discover corrosion in their beloved treasure, having professionals like the guys at Ragtops and Roadsters find it is comforting. When it's all done, they will have it as it left the factory. We can't wait until the spring to see it. Thanks Jack, for providing the subject and thanks Mike for having us.



The driver's floor of Jack's GTV, not pretty, but nothing a little welding can't fix

National Convention As July came to a close, local Alfisti must have heard the siren leading them towards New Hampshire. The DVAROC was well represented at this most spectacular event. More than a dozen familiar faces could be seen at impromptu gatherings and the scheduled events. There was drag racing on Wednesday, tech sessions, tours and track time on Thursday, time trials, tours, receptions, a pinewood derby and a star-lit car show on Friday. On Saturday, the autocross and rally were run. Later that night a delicious (I'm serious) Italian banquet with a keynote address by our own Henry Wessells was a must-attend event. On Sunday, the only day the weather was not beautiful, the concours was moved indoors and a clam-bake closed out the festivities. (Continued on Next Page)

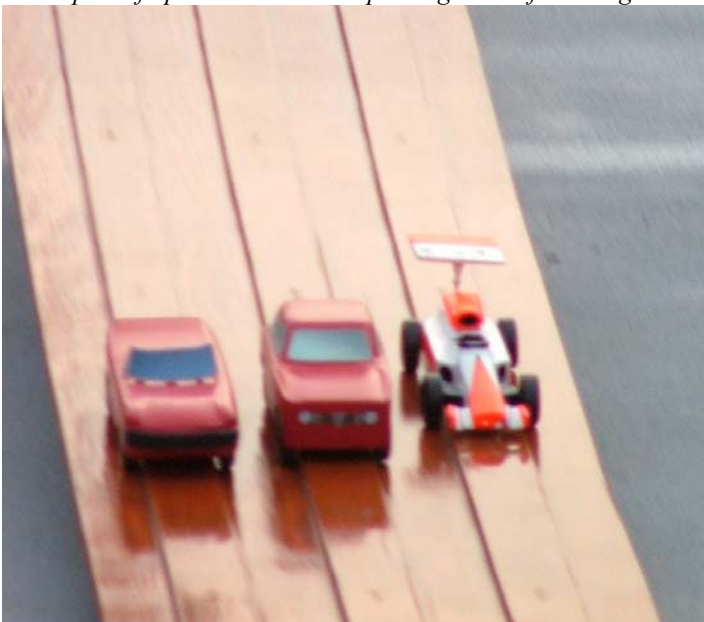
AROC Convention (from Previous Page)



A 6C2500 on display at the Concours on Sunday... next to a Montreal



A pair of Sprints on the hotel parking lot roof at twilight



The Formula 1 Alfa of Scuderia Brady gets edged out by a Spider and then a GTA in the Pinewood Derby event

This was the first convention I ever attended and I was thoroughly impressed. The New England chapter deserves kudos for what was one of the best attended conventions in

recent history; more than 150 cars and over 400 in attendance at the banquet alone. Read more about it later in this La Voce. For another perspective, see: www.velocissima.com.

Picnic and Rally Just one week after the convention was over, we held yet another event, our annual summer picnic and rally. Despite the fact that many were still recovering from the trip home, a nice crowd made it out to Ridley Creek State Park for a rally though the back roads of Delaware and Chester counties as well as a leisure lunch among friends. The highlight this year was the arrival of a new member's Super.

While Alfa Romeo is most known on these shores for their sports cars, they are more known throughout the world for their sporting sedans. Supers are rarely seen, but always appreciated. At first, their shape evokes impeccably dressed Carabinieri. Upon further study, however, the Super reveals itself as an integrated design of taut, wind-cheating shapes. In many ways, the Super is the ultimate sleeper. This Super was no exception. After the dust settled and the rally results were tallied, it wasn't a Giulia, GTV or GTV-6 that took home the coveted DVAROC Driver of the Year trophy. No, this year that honor went to the Super and his lucky owner. (Continued on Next Page)



Charlie Crothers and "loaner" navigator start their timed run



Our New Driver of the Year proudly displays his prize

Summer Events (from Previous Page)

Events, Events, Events... The onslaught of Alfa events continued unabated through August. The Connecticut chapter held its annual track day at Lime Rock at the end of August. While I didn't get a chance to make it this year, all reports are that it was another wonderful day of Alfa con-brio. September continues to be full of opportunities to celebrate the automobile. The Lime Rock and Watkins Glen vintage festivals were held. Radnor and Buckingham had their Concours today. I did get a chance to hit Radnor which looked like something out of Pebble Beach with a sea of Bugattis. In the parking lot, one could find a number of Alfas including a 1900, Giulia Spider and GTV.

This summer was truly spectacular. I can't ever remember having such a variety of events held, every one of them a success. I hope every Alfista in DVAROC had as great a time as I had.

On The Track...

AROC Convention Time Trials at NHIS

Bob Brady

After a short night's rest from a long and grueling drive from Kennett Square to Manchester, New Hampshire, I woke up myself and my pit crew. It was practice day at New Hampshire International Speedway and I was here to drive, I announced to my reluctant family. Thirty minutes later we were at the track.

The man at the window gave our rig a funny look. I figured he was just enthralled with the beautiful red Italian beauty on the trailer. No, he was wondering why I was bringing a car to a motorcycle event. "Huh?" I responded. "You mean the track isn't open to cars until after lunch?" Sheepishly, I turned to my ever-understanding wife and family and broke the news to them. At least we got a chance to sample some of New Hampshire's finest pancakes on the way back to the hotel for some naptime.

After lunch, we were back. Pulling in I saw friend and vintage GTV racer Eliot Shanabrook wave. We were in good hands. The garages were open for use and housed all manner of vehicles. The track was basically open for any race cars to practice. Alfas were all grouped together even though this day was not officially sponsored by AROC. With my wallet relieved of some cash, it was time to get ready for the next session.

The format was very loose, but allowed for lots of track time. Two groups were formed and alternated their time on the track. For a hundred bucks, you got a solid two hours of track time with no restrictions on passing; what a deal!

Pulling out of the pits, I followed Eliot's beautiful blue GTV on to the track. He kindly agreed to show me the line around the track. By the time I had gotten half way around the first time, I was completely disoriented. The NHIS road course uses parts of the NASCAR circuit, essentially two short straights. The rest is comprised two infield chicanes and a road course outside of the oval. Leaving the pits you are immediately faced with a chicane, the final left turn of which leads you on to the back straight, with big, intimidating concrete walls to your right. At the end of that straight, a sharp uphill right-hander leads you off of the oval and up a steep hill. As you crest the hill, you immediately go down an equally steep section which turns into a highly banked, 180

degree left, aptly named the bowl. The exit of the bowl leads back up and through some tree-lined esses which evoke Laguna Seca. Then, as the last left turn approaches, you head down hill... fast. That's all fine and dandy, except to your right is a concrete curb and to your left is a concrete barrier through which you must snake your car to get back infield. Once infield, its through another chicane which exits on to the front straight. Then, a few seconds later, you hit the first chicane and start the ride again. If it sounds busy, **it is**. The roller coaster ride that is NHIS is so busy, in fact, that there is precious little time to check your gages, or breathe.

While the first and part of the second sessions were intimidating, by the time I went out for my third session, a smile formed on my face. This track was FUN! To make things better, the open passing format allowed me to try things I could never do at previous events, like pass in turns. It added a whole new dimension and feeling of liberation to the track experience. It was like... real racing! Yeehaa!

While the day was beautiful and not very hot, by the time I was finished for the day, my suit and helmet were soaked. This track really gave you a workout! The day was successful, though. The GTV ran flawlessly. I learned the track with enough confidence that I could play with different lines. That would come in handy for the next day, at the Time Trials. To be continued...



Snaking downhill on to the infield course...ready to drift!



Quinn de Menna and his Alfetta at speed

Mark Your Calendars! (bold = DVAROC Event)

<p style="text-align: center;">September</p> <p>3-6 – Vintage Racing Festival – Lime Rock</p> <p>9-12 – SVRA Vintage Grand Prix – Watkins Glen, NY</p> <p>10-12 – 100 Cars of Radnor – Radnor, PA</p> <p>12 – Buckingham Concours – Holicong, PA</p> <p>19 – Hagley Museum Car Show – Wilmington</p> <p>23-26 – SVRA Vintage Racing – Summit Point, WVA – Cancelled</p>	<p style="text-align: center;">October</p> <p>3 – DVAROC Fall Picnic – Brookside Farm, Paoli, Pa.</p>	<p style="text-align: center;">November</p> <p>TBD – DVAROC Fall Tour</p> <p>21 – Tech Session – Quinn DeMenna’s – Haddon Heights, Nj.</p>
<p style="text-align: center;">December</p> <p>TBD – Indoor Go-Karting</p> <p>Stay warm, pop in the Victory By Design DVD (or other suitable entertainment)</p>	<p style="text-align: center;">January</p> <p>Stay warm, give your Alfa some exercise and a hot rub down.</p>	<p style="text-align: center;">February</p> <p>TBD – DVAROC Winter Lunch</p>



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