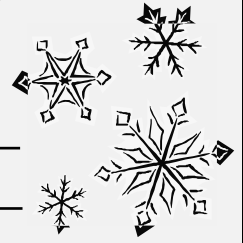


La Voce

Winter 2006

newsletter of the delaware valley alfa romeo owners club



Driving Away Winter

It's hard to believe winter is really here. It's really hard to believe it when it's in the 60s in January. Nonetheless, the days are darker. The evenings are chillier. And there has been enough rain to make even the most seasoned Alfa owner want to keep his/her treasure in the cozy garage. It's the perfect climate to catch up on some great winter activities.

Karting For the second year in a row, the DVAROC visited Arnold's Family Fun Center in Oaks for some driving con brio. While it was chilly and misting outside, the track was dry and fast inside. About a dozen track-starved Alfisti made it to the outing. Despite there being more than a few scheduling issues, most who made it had a great time. We managed to get everyone together on the track twice, which made for some intense but friendly competition. The electric karts seemed a bit faster this year so cornering required a bit more skill than a firmly planted right foot. When it was all over, we massaged our aching wrists (those karts can be tough to steer!) and vowed to return. It was a great way to pick up some adrenaline from an otherwise blustery day.

Ice Racing Okay, so perhaps indoor karting isn't enough of a rush for you. Well, there's always ice racing. Alfa guru Paul Glynn has been ice racing in Maine for over 25 years now, and many of them in his trusty GTV-6. Paul says that transaxle Alfas make wonderful ice racers, with their excellent balance. Add to that, tires with over 300 studs each, and you've got yourself one heck of a drifting machine! Another added benefit of ice racing is its modest cost, just \$15 per race. So what do you say? Anyone interested?

Reading and Watching Alright, maybe you're looking for something a little less exciting. Well, how about cuddling up with a great read, or watching movie to help those winter days pass? There have been a lot of recent Alfa-specific books released lately. Two of particular note are Ed McDonough's history of the Alfetta 158/159s as well as his tome on the Tipo 33 racing cars. Any one of the many Fangio biographies will also pique your interest. If you haven't read one yet, you should. You'll find his life fascinating.

There are also plenty of superb movies to watch. Topping the list has to be the Alfa Romeo edition of *Victory by Design*. This is a must for anyone's collection. I also recommend the documentary about Lime Rock that was released a few years ago. It will make you wish for spring.

Preparing Perhaps the best way to wallow away winter hours is by bonding with your Alfa. When is the last time you bled the brakes? How about cleaning those door jambs? I'll bet it's been a while since you lubricated the distributor shaft. Read your manual. You might be surprised just what maintenance it suggests to keep your Italian jewel happy and healthy. Just think how satisfied you'll be when it rewards you with trouble-free driving pleasure. Of course, you'll need to drive it to experience that!



*If a 6C2300 can come out to play in the winter, why can't your Alfa?
(Photo from the 2005, 500kM Winter Marathon in the Italian Alps)*

Mark Your Calendars!

February 19 – Winter Lunch – Cafe

La Fontana – Hatboro,
PA

Bob's Babblings

2006 Is in full swing already. I can't believe it's already February. While the events calendar is a bit sparse, it will fill up in the months ahead. One event you should put on your calendar now is our **Winter Lunch**. Getting together for a great meal on a Sunday afternoon with like-minded friends is a wonderful way to pass the time. We hope you'll join us at Cafe La Fontana in Hatboro on February 19th. Frank Gil has been searching far and wide for some excellent door prizes. As you might know from previous lunches, he always manages to find something interesting. After our appetites have been satisfied, we'll retreat to the parking lot across the way to see what toys our members brought with them. The weather is almost always good and makes a perfect excuse to warm up some Agip.

I'd also like to get some input on events. Every year we try to keep the calendar freshened with a couple of additions or changes. So far, this year is looking pretty standard, with the possible exception of the Vintage Grand Prix in Camden. So, I could use some help. Perhaps we could schedule some evening drives for ice cream. Are you affiliated with another car club? If so, perhaps we could make arrangements to share an event. Let me know your interests and we can work to fulfill them.

The more the merrier It's not like I don't like seeing the same faces year after year. On the contrary, I truly look forward to DVAROC events like none other, mostly because of the great bunch of people who attend. Unfortunately, every year, we lose a member or two. Worse yet, the number of new members joining isn't enough to make up for the losses. Here's where you can help. I **know** there are new Alfa owners in the tri-state area. I'm pretty sure you know of one or two yourself. You can help this club sustain and thrive by helping introduce a new member to us. Even if they are not interested in formally joining, we'd love to have them participate in events.

Speaking of events, with the new year, it's a good time to resolve to make it to more club events. With nearly one hundred members in our chapter, we could amass an amazing collection of Alfa Romeos, if we tried. At last year's picnic, we saw some new and long lost faces. Let's try to prod each other to make it out. You'll be happy you did.

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

Get out and drive! -bob

Classifieds:

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

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

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

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. 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@zbbbehring.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.

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@comcast.net

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

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

Events Calendar: * Indicates DVAROC Event

*February 19 - DVAROC Winter Lunch - Cafe La Fontana - Hatboro Pa.

As has become a tradition, we are returning to Cafe La Fontana for our Winter Lunch. Once again, Frank Gil managed to provide an excellent menu at a reasonable price. The lunch will be on Sunday, February 19th at 2:00pm. Cafe La Fontana is located at 58 South York Road in Hatboro. Their phone number is 215-672-8118. The luncheon menu is as follows:

- Appetizers: Gamberoni al Cognac: Sautéed shrimp with cognac and a touch of cream
 Bruschetta: grilled Italian bread served with chopped tomatoes, garlic, basil and extra virgin olive oil
 Calamari Fritti – fried calamari served with marinara sauce
- Soup or Salad: Soup of the Day
 Ceasar- fresh romaine lettuce with homemade dressing
 Insalata Mista – mixed greens and tomatoes served in balsamic vinaigrette
- Entree: Penne con Pollo – penne with sautéed chicken, mushrooms, garlic, onions and white wine served in light brown sauce
 Linguini Scampi – sautéed jumbo shrimp in garlic white wine sauce over linguini
 Medaglioni di Maile – sautéed boneless pork tenderloin medallions with caramelized pears in pear brandy cream sauce
 Ravioli al Peppe e Formaggio – roasted pepper and goat cheese ravioli with mushrooms, spinach and sun-dried tomatoes in garlic cream sauce
- Cost: \$30.00 per person (coffee, tea, and soda, - tax and gratuity included)

Children's menu available at a substantially reduced cost.

Desserts, should you still have room, will be available at extra cost. Beer and wine will be available for purchase. Dress is casual. Parking will be in a lot close by, off the street, behind Gamburg's Furniture. As always, we'll have door prizes. Please bring any ideas for events you'd like to see with you. **RSVP with your selection by February 17th** or direct questions to Bob Brady (610)925-1837 or mpbrady@verizon.net.

February 23-26– Atlantic City Collector Car Auction – Atlantic City, NJ Atlantic City Convention Center. Buy a new toy! For more information, go to: www.acclassiccars.com

March 10-12 – Amelia Island Concours d'Elegance – Amelia Island, FL Not exactly a local event, but a great way to catch some sun; the Pebble Beach of the east. For more info, see: www.ameliaconcours.org/

*** April TBD – Tech Session** While we weren't able to get the tech session schedule by press time, we are planning something for early April. Stay tuned.

April 29-30 Mid Atlantic AROC Driver School – VIR Raceway - Danville, VA MAARC will be share VIR's challenging North Course with racers from VSCCA. MAARC will hold a driving school for *intermediate and advanced students* and—in separate run groups—the vintage racers will practice and race. For more information, see: www.mid-atlantic-aroc.org and click on the link for "Driving Schools."

***May 6-7 – Camden Vintage Grand Prix – Camden Waterfront, NJ**

Well, this didn't happen last year, but it looks like it's a go for this year. We're planning on having an area where we can display our cars and enjoy the race. See their website for more information at: www.vintagegp.info If you're interested in helping or going, contact Bob Brady at: 610-925-1837 or mpbrady@verizon.net Stay tuned for more....

May 7 - Artistry in Motion Car Tour and Show – Lancaster, PA This event helps support the Lancaster Museum of Art. Entry forms are due by April 24th. If you are interested, see: www.artistryinmotion.org. Or, contact Bob Brady at: 610-925-1837 or mpbrady@verizon.net.

May 19-21 – Carlisle Import/Kit Car Show – Carlisle, PA If you're in need of a part or even another car, spend a day, or two at this annual orgy of cars and parts. For more info see: www.caarlisleevents.com

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

On the road...

A Bang Up Time at the Glen – Part 2

Bob Brady

*As you might recall from the last edition of La Voce, Bob had lacerated the exhaust on his GTV on the way up to the Vintage Grand Prix at Watkins Glen. Shunned by several unenlightened exhaust repair shops, he continued his journey north, scaring every living creature that came within five hundred feet of his snorting GTV. As he headed into Montour Falls, just south of the Glen, the vision of Dave's Autoworld, advertising **Custom Exhaust** caught his eye. We pick up the story as he pulls into Dave's lot.*

There was nothing subtle about the GTV now. It cracked the quiet afternoon air with an obnoxious bellow, sort of a cross between a Ferrari at full-tilt and a Harley-Davidson. It certainly caught the attention of the folks at Dave's as I pulled in. "Whatcha' got?" Dave asked as he walked towards me, cleaning his hands with the ubiquitous red shop towel. I then proceeded to tell him the story of the piece of tire that turned out to be a piece of asphalt and how it miraculously missed the GTV's lovely sump but managed to put a gash down my exhaust and a dent in my gas tank. Without taking a breath, I continued to tell him how I was on my way to the Watkins Glen Vintage Grand Prix festival and how Alfa Romeo was the featured marque and that even though I wouldn't be able to fulfill my lifelong ambition of racing an Alfa at the Glen because my vintage racing career was cut short by a snowy run-off area and a tire wall I was going to drive my other GTV in the rally that was to begin the day after next. While inhaling, the words continued to pour out as I told Dave that all he needed to do was cut that tore up front muffler off and replace it with a straight pipe and that he didn't need to pay no attention to that oxygen sensor as it was just for a fuel-air meter that I really didn't need to drive anyway and could he **pleeeze** take pity on me and fit this into his busy schedule. And then, there was a pause. Raising an eyebrow at me, he smiled and began to tell me how much he liked the races at the Glen and how the Vintage races were of particular interest to him. Then he showed me the dusty Mercedes 190SL project in his garage. By now, his wife had joined us, as had one of his helpers. I knew I was in the right place when after our pleasantries he directed me to drive the wounded Alfa on to the lift.

With the GTV up in the air, I launched into my plan to repair the exhaust. Miraculously, Dave agreed. "No problem," he said, "Can you have it here when we open tomorrow, at seven?" I smiled and replied, "I'll be in the lot, waiting for you."

With a great weight just lifted off of my shoulders, I waved au revoir (ahem, arrivederci) and piloted the forlorn GTV the last ten miles to the hotel. After checking in, it was time to hit the supermarket for some provisions. Not wanting to ruin my welcome, I opted to walk to the store. On the way back, I called home and told Marie of my adventures. Although I considered asking her to crawl under the other GTV, remove the exhaust and deliver it to me, I chose instead to stay happily married.

I was up by six the next morning. As subtly as I could, about as subtle as a chainsaw in church, I started the GTV and headed back towards Dave's. The upstate New York air was

characteristically crisp. A light mist rolled off of lake Seneca. In a few minutes, I was rolling back into Montour Falls and coasting into Dave's parking lot. All was quiet. I waited for the shop to open. A bit antsy, I decided to open the hood and check out the exhaust again.

When I peered into the engine bay, much to my chagrin, I realized that those "idiots" in Scranton who told me that my headers were bent, were actually right. I was aghast to find a quarter inch gap between the head and the header flange on the number one and two cylinders. The brass nuts that were formerly holding the headers to the head were also gone in those spots. While Dave could certainly fix the exhaust, he wasn't going to be able to straighten my headers. "Now what?"

About that time, the crew began to arrive. A little after that, Dave waved me back on to the lift. With the car in Dave's capable hands, I planned out how I was going to fix that nasty header gap. As a start, I figured I'd put new nuts on and see how much I could crank the headers against the head. The only problem was I didn't have any spare nuts. Dave's wife gave me the run of the shop to find suitable hardware, but no luck. "Is there a hardware store in the area?" I asked. "There's one a few miles up the road," she replied, "Take my bike."

So there I was, riding a mountain bike back towards Watkins Glen, in search of some nuts to get my car back on the road. You'd think I'd owned a British car. In the store, I quickly found my nuts. "But what if they don't do the trick?" I thought. So I went up and down the aisles looking for something to plug any remaining holes. In the end, I found some fire-resistant rope, normally used to seal fireplaces. I figured I could stuff that into the gaps, if necessary.

The ride back to the shop was equally brisk. It actually made for a perfect morning; some adventure, a good workout and great scenery. (Continued on page 5)

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

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Watkins Glen Adventures con't

Dave was almost through when I returned. That gave me time to check out the latest in automobile additives displayed on the shelves as well as catch up on some outdated Time magazines. Just as I was finishing an article on the Black Eyed Peas, it was announced that my car was finished.

Just as I feared, the exhaust repair only partially silenced the beast. The gap at the headers would still have to be fixed. So, after thanking Dave and company for their help, and paying them off for their valiant efforts, I went to work in the parking lot to plug up the remaining holes.

Cranking down on the new header nuts made a huge difference, but there was still too much of an opening. I broke out the fire rope. My first attempt at stuffing it into the gap failed miserably. It blew out the minute I revved the engine. I then broke out the safety wire to keep it in place. Crude, but mostly effective, the GTV now sounded pretty much like her old self with just a bit more volume.

By now, the morning mist was burned off and the sun shone brightly. It was time to head for the track and catch up with friends. The sound of my slightly uncorked GTV fit right in with the scores of track-prepared Alfas in attendance. As the day went on, the paddock continued to fill up with familiar faces and beautiful Alfa Romeos.

Marie arrived with the kiddies, Suburban and more importantly, the car trailer that evening. The raucous red GTV would have a sedate drive home, on the back of a trailer. But before that, it had to fulfill its mission, the Tour de Marque.

There was no time to sleep in on Friday morning. We needed to be at the Air Museum, about twenty miles south of Watkins Glen by 8am in order to queue up for the Tour. So, Matthew and Emilie assumed the "Superman" position and I shoved them behind the front seats, past the roll bar into the rear seat of the not really 2+2 GTV. Marie cringed when I started her up. "It's 100% quieter than it was before I 'fixed' it," I reassured her. As usual, she rolled her eyes.

I gingerly drove her down Main Street, trying not to wake anyone. Once out of town, I let her scream at full song to catch up to the lovely Giulia Spider ahead. As it turned out, it was Dave and Karen West, heading for the same destination. It was only when we pulled into the parking lot that they realized who was making all the noise behind them.

At the museum, we were treated to a guided tour of the extensive collection of military aircraft on display. Even better, they led us through the restoration area where we got to see the guts of some of these amazing machines.

Before the field, and I do mean **field** of Alfas was escorted on to the road, we were allowed to go up in a lift to take an aerial photo of the over 60 cars participating. Then, it was off to the track, via some of upstate New York's lovely byways.

The drive to the track was no Sunday stroll. Our parade of Italian twin-cams hustled along those winding two-lanes surprising the organizers who feared we'd be driving too slow... like the MGs the year before. Along the way, escorts waved us through intersections and supporters cheered us on.

Once at the track, it was time to eat again, this time at the Watkins Glen Club. This venue has an excellent view of the uphill straight and we enjoyed the vintage cars practicing as we loaded up on calories. Before you could say "tiramisu," it was time to get back to the cars for a few laps of the track.

Normally, parade laps on race tracks are pretty sedate affairs. The pace car typically keeps everyone to a very safe rate. Someone must have forgotten to mention this to the leader, however, as before you knew it, tires were squealing. It got a bit too exciting as more than a few drivers apparently didn't get the

message that there was no prize for record lap times. There was passing going on everywhere, and in some pretty stupid places. While I kept things well under control, my decibel enhanced exhaust made it seem like we were going much faster. It sounded great! Before we knew it, however, we were being directed off the course. The next part of the Tour de Marque was two laps of the original Watkins Glen road course.

Coming off the track, we headed out past the grandstands, and then, on to the... road? With no one there to direct us to stop, I naively followed the cars in front of me and screamed off towards town. A few miles down the road, I mused, "Ummm, something doesn't seem right about this." There was another car or two behind me, but after that, nothing. Worse, I didn't recall any of the cars in front looking like an official car. With support from my lovely wife, I did the most unmanly thing possible, I turned around.

When we made it back to the track, there was a line of gleaming Alfas waiting for us and some less-amused organizers. Being the first to turn around, we waited another twenty minutes or more as the "leaders" made it back to the track. Finally, we were off again, this time on the right track.

If the laps at the speedway were out of control fast, the laps of the road course were snaillike. In many places, we even came to a stop to wait for some unknown obstacle ahead. The leisurely pace did give time to consider how brave, or insane the original racers were. The roads were very narrow and in many places had unfriendly fixtures just off the pavement, such as walls, bridge abutments and ditches. I couldn't imagine hitting triple digit speeds on them, let alone piloting a 50's vintage sports car.

The best part of the road course laps was driving into and through town. As we wound down the hill on to Main Street, the sidewalks were lined with spectators cheering and waving. Again, driving down that steep hill and around the sharp right hand turn really gave one the appreciation of just how challenging it must have been to race the original course.

Like the laps at the track, before we knew it, we were being directed off the course again. This time, our final destination was the town park where we displayed all our Alfas for the world to see. It made for a lovely end to a very special driving event.

Sitting on the grass Sunday morning watching the stream of Alfa race cars fly by at full clip, under the warm September sun, I was in bliss. Sure, the week didn't turn out quite as I had expected, but it turned into something much more, an adventure. And, more importantly, the trip bore something even more precious, an article for *La Voce*.

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

<p style="text-align: center;">January</p>	<p style="text-align: center;">February</p> <p>19 DVAROC Winter Lunch – Cafe La Fontana – Hatboro, PA</p> <p>23-26 Atlantic City Auto Auction, Atlantic City, NJ www.acclassiccars.com</p>	<p style="text-align: center;">March</p> <p>10-12 Amelia Island Concours d' Elegance, Amelia Island, FL www.ameliaconcours.org</p>
<p style="text-align: center;">April</p> <p>TBD DVAROC Tech Session</p> <p>29-30 Mid Atlantic AROC Driver School – VIR Raceway - Danville, VA (www.mid-atlantic-aroc.com) click on the link for “Driving Schools.”</p>	<p style="text-align: center;">May</p> <p>7 Artistry in Motion – Lancaster Museum of Art Car Tour and Show – Lancaster, PA www.artistryinmotion.org</p> <p>6-7 Camden Harbor Vintage Race - Camden, NJ www.vintagegp.info</p> <p>19-21 Carlisle Import/Kit Car Show – Carlisle, PA www.carsatcarlisle.com</p>	<p style="text-align: center;">June</p> <p>TBD Alfa Romeo Swap Meet</p> <p>11 Italian Car Show – Headhouse Square – Philadelphia, PA Thad Kirk (610)324-7085 (more information)</p> <p>15-18 AROC National Convention - Tulsa, OK.</p> <p>16-18 Concours of Eastern US and Tour – Bethlehem, PA</p> <p>23-26 Le Bella Macchine d'Italia – Pocono, PA www.mhkaye.com/index.htm</p>



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