



April 2002

La Voce

newsletter of the delaware valley alfa romeo owners club

Intrepid Alfisti Undaunted By Winter



How do the Delaware Valley Alfisti take the chill out of winter? The recipe is simple. First, gather a dozen or so Italian car owners of diverse age, background and interest. Then, mix them well in an inviting Italian restaurant. Add large helpings of pasta, veal, chicken and shrimp. Season the mix with Chianti and espresso. Then, sauté until the conversation thickens. Remove heat, and let cool in a parking lot of Alfa Romeos and other fine Italian automobiles. Finally, top it off with a garnish of Alfa books and car show posters as door prizes. That recipe has become our traditional winter lunch, one we made again this past February.

Hatboro's Café La Fontana provided the setting, food and drink while members and friends of the DVAROC provided the energy and the cars. As usual, Frank Gil did an outstanding job of organizing the affair, and even added Alfa trivia to the entertainment program. The crowd was a mixture of the usual suspects and some less seen faces. Regulars included: the Vastas, Stolls, Scolaros, Gils, Bradys, Vince Tutti and Ruth Wolf. Additionally, Bill Conway and guests, Fred Sacks, Murry Miller and the DeYoungs came out to join the party. The afternoon slipped away as we tantalized our taste buds with endless trays of Italian delicacies and swapped stories of the always-ntertaining trials and rewards of Alfa ownership. When the last of the chocolate tortes were washed down by after lunch coffees, the sun was well into the western sky. The party then moved to the parking lot across the way.

In addition to a venue to renew acquaintances, the winter lunch provided a much-needed excuse to drive. From the turnout of Alfas on display, it was clear that the Delaware Valley Alfa Owners are not afraid to expose their Italian treasures to the elements. Jo and Joe Vasta drove their well cared for Spider, but understandably kept the top up. Bill Conway threw caution to the wind and added a few more miles to one of his ultra-low mileage Spiders. Fred Sacks momentarily contemplated bringing a non-Alfa, but wisely decided to drive his daily driver Spider instead. Frank Gil arrived in cozy comfort with his Quadrifoglio Spider hardtop.

Bob Brady stuffed his children into the back of his GTV and gave them a bouncy blast to and from the event. The DeYoungs brought their potent looking GTV-6 and parked it next to the Scolaros' champagne Milano. Finally, one of Bill Conway's guests brought a sleek on the outside, cushy on the inside Maserati 430. (*Unfortunately, not everyone chose to drive Italian, but they know who they are and we'll not embarrass them further here!* – ed.) The group of Alfas provided some spring color to the otherwise gray, winter landscape. Even the local constabulary took some time out to admire the fleet.

(Continued on Page 4)

Mark Your Calendars!

- April 13 – Tech Session –
Falcone's**
- April 20 – Hershey Hill
Climb**
- April 26 – CTAROC
Time Trials**

Bob's Babblings

Bob Brady

Spring is finally here. For those of us who have kept our Alfas on the road over the winter, it's time to clean them up and take care of some maintenance that's probably overdue. For the garage queens, it's time to dust them off, charge the batteries and give them some much-needed exercise. For the club, it means that it's Tech Session time. Once again, Falcone's has generously offered to host. Once again, we don't have a topic picked. So, if you have any burning topics that you'd like us to cover, give Ruth Wolf a call at: 610-664-0944. We always have a great turnout for this event. Even if you don't have a burning desire to learn about more about your car, it's a great opportunity to spend a Saturday morning talking Alfa and eating donuts with like-minded folks. I hope to see you there.

2002 Events A few months ago, Arthur Jones made a great suggestion to better involve the club in our events calendar, and take some of the burden off of me. So, at the fall picnic, I took him up on it and elected an Events Committee. Arthur, Charlie Crothers, Dan Scolaro and myself comprise this prestigious tour-de-force. After months of delays, we finally met in March and mapped out our events calendar for the year. Much of what you see on the next page is the result of that meeting. We decided to keep many of our traditional events, but will be sprucing up the tour to the Lehigh Concours and have added a July event, which we're all pretty excited about. You'll also notice that I'm no longer the person to contact about every event. We've split the organizing duties up among ourselves, which is a huge help to me. (Maybe I'll finally have some time to tend to my neglected toys!) The events committee is putting in a lot of work to give the club's members a variety of opportunities and venues to come out and play. We hope to see participation up this year. If there is something you are interested in that we're not doing, give me a call or send me an email. Your participation in events encourages us to work harder and do more. Thanks for your support!

Membership Since I've been involved with the club, only about seven years, membership has hovered in the 100-120 range. In general, we see few new members and few members leave. On one hand, that kind of stability is great. On the other hand, we don't see much new blood coming in to help out. If you're like me, you know at least one or two Alfa owners who aren't in the club. Extending an invitation to those owners can help our club thrive. This year, please make an effort to invite someone to join, or at least come out to an event. I'll gladly send a recent copy of LaVoce to anyone. Just send me their address.

Thanks Whether he knows it or not, Bill Conway had a lot to do with seeing this edition of LaVoce get published. I've been suffering from writer's block and Bill's photos and tidbits were just the medicine I needed to get going. Thanks, and keep the stuff coming! Also, I want to thank Arthur Jones and Mary Nomeocos for hosting our first Events Committee meeting. Arthur's gentile reminders, in particular, are largely responsible for getting our events calendar going this year. Thanks!!

Classifieds:

1988 Milano Verde Parts: Parting out '88 Verde. Engine, front Recaros and window switches gone. Many good parts left incl: doors, hood, trunklid, flares/skirts, spoiler, etc [Dan Scolaro](#), 215-782-1478

1958 Spider Veloce Matching numbers. A nice driver, but not a perfect car. Priced appropriately at \$12,500. Also willing to trade for a nice coupe. Dave West 610 240 0264, dave@shootersinc.com

1987 Milano Platinum: good Blue/Grey paint, no dents, slight rear wheel well rust, decent interior (sunroof headliner missing), everything works, 130kmi, tired motor and tired gearbox. Driven daily until recently. \$500 takes it. 610-838-9970 Domenick.

1974 GTV: disassembled, custom cage & flat floors with bars for seats and undercarriage bracing by S&W in Spring City, PA. *All* parts are boxed and will go with car. 5 new OEM steel wheels widened to 6" with Stahlflex 3011. In storage for 15 yrs. Rebuilt engine (Spica) with maybe 5kmi. Extras available incl: (will not be sold separately until car is sold): pair 45DCOE's w/manifold, Spruell headers (new), Switters close ratio gear box, SAFE fuel cell and Life Line Halogen fire system (both SCCA legal) Sparco seat Brembo lightweight calipers (new), Car is at Nick Falcone's, Bala-Cynwyd, PA, 610-664-0944

1963 Giulia Spider bare metal restoration, acid dipped body, all components rebuilt or replaced, completely original and correct, driven in '92 California Mille Miglia, '98 Greenwich Concours award, '98 Lehigh Concours award, \$25K. Josh Landsman (973)334-3360.

105/115 Parts: 2 good BWA wheels \$45 each, a third in poor cond. for \$15. New IAP rear 5/8 sway bar for \$90.00. Mark Berger 610-989-0199

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

'31 Alfa Replica There were only a few of these made and this one is probably about 25 years old. It's based on a '62 VW and "looks" old. I've owned her for 15 years and am now moving on to another hobby. For more info, see: <http://www.photontek.com/31/alf.html>

Multiples: 1983 gtv/6 19K miles Silver/Blue, 1979 Alfetta 19K miles Ivory/Chocolate. Bill Conway, 973-839-9239

Bill.Conway@neclease.com

1967 Duetto and Many Parts: New and used parts inventory plus a very restorable 1967 Duetto. The parts range from some 1300 & 1600 to a good quantity of 1750 and early 2000. There are 500+ new line items totaling over 1500 parts. Most are mechanical including a lot of engine parts and a new fuel injection unit. Included in the used category are 4 engines (mostly torn down)/transmissions, 3 fuel injection pumps complete, alternators, gauges, etc.. Also included are parts manuals for most models and a number of Owner's Manuals. I prefer to sell all as a package. \$4500. Dwight Timm, dtimm@crosslink.net, 214 Piney Point Road, Lancaster, VA 22503

Wanted: 1967 GTV, prefer original car. The nicer the better. Will pay market price. Day(908) 686-8236, Evening(973) 635-1932, email MWSINC2426@aol.com

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Classified ads are free to DVAROC members.

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

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Events Calendar: * Indicates DVAROC Event

**April 13 - DVAROC Tech Session - Nick Falcone's - Bala Cynwyd

Our annual rite of Spring will be held at Nick Falcone's on Saturday, April 13, at 10:00 am. Falcone's is located at 161 Rock Hill Road, Bala Cynwyd, Pa. Their phone number is: (610) 664-0944. No topic has been selected yet. If you have a preference, please contact Bob Brady at (610)925-1837 or mpbrady@bellatlantic.net.

*April 19-21 – SVVSCC Hershey Vintage Hillclimb – Hershey, Pa.

The SVVSCC is bringing back the pageantry of this historic race meeting on April 19th thru the 21st, 2002. Participating vehicles will be pre-1973 and tech inspection approved. Drivers must possess a current or previously held competition license. Timed runs will take place on Saturday and Sunday. A Friday evening Welcoming Party will be held during the initial Tech Inspection. A Saturday evening Participant's Reception gala at the Hotel Hershey. An AACA-judged race car show on Saturday, benefiting the AACA Museum project. Open to all vintage and recent race cars representing any type of racing. AACA membership is not required. For car clubs and spectators, a Sports Car & Vintage Corral separate from the general parking area. For more information see: www.svvsc.org or contact Stan Capenter at: 717-502-1023. Arthur Jones is organizing this event for the DVAROC. If you are interested in participating or just watching, contact Arthur at: nomecos@netaxs.com or 215-985-4714.

*April 26-27 – CTAROC Driver School and Time Trials – Lime Rock, Ct.

The excellent CTAROC Driver School and Time Trials will be held on April 26-27 this year. Lime Rock is a great, beautiful track. No experience is necessary to enjoy this liberating experience. For more information, contact Bob Brady at 610-925-1837.

May 4 – Artistry in Motion 2002 – Lancaster – Pa.

Artistry in Motion: The 5th Annual Vintage Grand Tour & Show to Benefit the Lancaster Museum of Art, Saturday, May 4, 2002. The tour will begin at the Museum in downtown Lancaster and will travel through the country and join the show cars at our final destination of Bridge Acres Stable, Lancaster. Tour cars and trailer queens are judged and there is an elegant gourmet lunch. Open to pre-1974 cars and contemporary exotics. The featured vehicle this year is the Italian sports car. Event information and entry form: contact the Museum at 717-394-3497. Contact Arthur Jones if you are interested at: nomecos@netaxs.com or 215-985-4714.

*May 5 (Tentative) - Tri-Chapter Swap Meet & Show - Autokraft - York, Pa.

Our annual tri-chapter swap meet, car show, and open house will be held at the Alfa specialist, Autokraft. Autokraft is located at 1508, S. George St. York, PA. As always, lunch will be provided by Jerry Stahlman, owner of Autokraft. If anyone is interested in touring up to the meet, contact Bob Brady at: (610)925-1837 or mpbrady@bellatlantic.net

May 17-19 – Carlisle Import/Kit Car Show – Carlisle, Pa.

This annual event will satisfy your import and kit/replicar desires. Featured is a large car corral where individuals offer their import cars, replicars and kit cars for sale. You shop, compare and make your deal. The import swap meet and kit manufacturers' areas provide a huge variety of parts, supplies, body components and memorabilia, all within one convenient location. Kit/replicar and specialty car manufacturers will have their newest models available for you to touch, compare and even test drive. For more information, contact: Carlisle Productions, 1000 Bryn Mawr Rd, Carlisle, PA 17112, 717.243.7855, info@ifounditcarlisle.com, or see their website at: <http://www.carsatcarlisle.com/events/import.htm> (Note: Alfa Specialist, Autokraft will have spaces E66-E68)

*May 17-19 – Jefferson 500 Vintage Races – Summit Point, WV.

Charlie Crothers is organizing a trip for the DVAROC to attend this annual spectacle. If you are interested, contact Charlie at: 856-428-1631 or CharlesCrothers@comcast.net.

*June 2 – New Garden Air Show – New Garden, Pa.

Enjoy an afternoon of vintage aircraft and vintage cars in the midst of beautiful southern Chester county. We are working with the organizers to arrange for the DVAROC to show its Alfas among the other local car clubs that participate. Stay tuned for more.

*June 15 – Concours d'Elegance of the Eastern United States – Bethlehem, Pa.

The DVAROC will tour along the scenic Delaware River on our way to this annual celebration of the automobile. We'll likely have club parking on the hill with the show cars, again this year. Mark your calendars now!

June 28-1 – Le Bella Macchine d'Italia – Pocono, Pa.

Hang out with the gold chain set. Some very nice Alfas typically make a showing such as a 6C2900 and a 33.

*July 21 – Summer Rally and Picnic – Someplace in Chester County, Pa.

We're in the midst of organizing this fun rally and picnic. It promises to be a lot of fun. Plan to attend now. Stay tuned.....

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@bellatlantic.net

Winter Lunch (Con't from front page)

As the sun moved closer to the horizon, it became time to do some "Italian tune-ups" and try to beat the impending rain. Some might have kept dry, but at least one GTV got a thorough soaking. Not to worry; while some may blanch at the thought of getting their Italian beauty wet, this Alfa owner would rather drive. After all, that's why they put windshield wipers and heaters in them! I hope everyone had as good a time as me and hope to see even more of you next year. – bob brady



If it's Italian, it's welcome. Note the Maserati 430 in the back.



One of the Delaware Valley's finest GTVs (I wonder who owns that one? ☺ - ed.), nestled next to an equally fine Spider Quad.



Our winter lunches always attract an astute crowd..... who always photograph well!

In The Garage...

Bob Brady

The Brady garage has been very active over these last few months and it shows no signs of slowing down.

The Race Car Factory Although I've been looking for a more suitable subject from which to build a vintage race car, I haven't found the right one. So, in order to make some progress towards getting on the track, I dove into the '74 GTV shell I acquired last year. As you might recall, I bought this "rust free" car because it was attached to some wheels I wanted. While the previous owner didn't lie about it being rust-free, he neglected to include in his ad that he never really replaced the rust which he cut out. Sure, he pop riveted aluminum panels over much of the body, but underneath there remained gaping holes. In addition, he felt the need to remove a 20" wide section from the front valence panel, which he didn't even bother to cover up with aluminum. So, after removing the "GTA" patch panels, I was left with a rust-free, though holey GTV. Nevertheless, I dove in, having long since gotten over any intimidation that major body work or rust might pose. More recently, though, I've turned my attention away from putting steel back where Gugario intended it to be and instead have focused on building a proper roll cage for it.

The main reason I began the cage project was to provide a prototype for Bill Shield's GTV. Bill intends to take the vintage plunge this year and needed to convert his roll bar into a full cage. This is just the kind of project that gets me excited, and just the kind of project that consumes any semblance of free time that I might have.

I started my GTV's cage back in November. Since I didn't have a tube bender at the time, I made full-scale cardboard templates for the main hoops. I then took the templates to Budd Olsen Speed Supplies in Bridgeport, New Jersey for them to bend the tubes. BOSS caters to the dirt track set, but is more than happy to help get some little 'furrin car on the track. Their main business is in fabricating circle track cars which makes them the perfect source for all of your roll cage needs. I'm sure they would have been happy to build and install the cage for me, but that would have taken all the fun out of the project.

I used the template approach a couple of years ago to build the roll bar for my other GTV. It worked out well then, as well as this most recent time.

Once I got all the bends home, along with about 60 extra feet of tubing, I went to work assembling it.

It took me about six hours of grinding profiles on the tube ends to get them to fit before I remembered the trick I used last time. The trick is to wrap some cardboard around a tube and then shape the cardboard to the correct profile. Then, I slide the profile template back on the tube and grind the tube to the correct shape. This little trick saves countless hours of fit up time. The other trick I employed this time was to purchase a sanding drum of the same diameter of the tubing. This mounted on the drill press is used to shape the cardboard templates as well as finish shape the tube ends.

I used a MiG welder to tack and finish weld the entire cage. For most of the work, I opted to use flux core wire instead of solid wire and gas. While this approach causes much more splatter, it is more forgiving, especially when you are working overhead or in tight positions, which I was.

I didn't bother to count the hours I put into the cage, but on my white car, it was easily forty or more. But, the strategy worked out well. By the time I started on Bill's car, I learned from most, not all, of my mistakes. So, the time it took me to build his cage was considerably less, even though on the last day both Bill and I put a good six hours into just the "finishing touches."

The garage looked great with three GTVs, the Sprint and the Spider in it during that time. I wish I'd taken some pictures.....next time.

Always Looking For Another or Why My To Do List Never Gets Shorter

Bob Brady

My '74 GTV is up on jack stands, its wheels removed, ready to be prepped for Lime Rock in April. Among the items on the "must do" list include: replacing the exhaust, bleeding the brakes, changing the oil and putting on the track tires; routine stuff, all. Of course the "should do" list is an order of magnitude longer. That list has everything from replacing the front springs to installing the Panhard rod I've been working on for the last year. It also includes moving the battery to the trunk and tightening up the limited slip rear, items that first made it on the list after my first session at Lime Rock, **three years ago!** So why does the list continue to grow like kudzu? Despite what I'd like to believe, it's largely my own doing. Basically, it's a complete breakdown of rational thought. Consider the following examples:

In April 1999, my GTV was just "finished" with a cosmetic and mechanical restoration. The interior still needed work, and there were still a bunch of minor items to finish, but the car was at that magical 90% complete point. In school, 90% was an A, so having made that milestone, I congratulated myself. Unfortunately, two days of flogging it around Lime Rock showed its weaknesses, and I started adding to the list. I simultaneously went into denial about how much time and money I had to execute the list.

In September 2000, I became obsessed with getting another wheel for the GTV so I'd have a complete second set for track tires. Of course, these wheels were not exactly an easy find. Instead of buying the set from the guy in Washington, I opted for the set that came with another GTV, and the requisite garage full of parts. "I'll just cut up the car and keep the wheels," I told my ever-patient spouse. As luck would have it, the car was actually in pretty solid condition, except for the large pieces of bodywork that were missing. At some point, I started rationalizing that it would make a perfect basis for a track car. That way, I wouldn't have to worry about stuffing my "nice" GTV into the Armco. I simultaneously went into denial about how much time I had on hand to turn the car into something drivable, let alone competitive. I figured I could have it on the track by fall 2001. It still sits in my garage, in all its holey glory. It does have a 90% complete cage in it though. Add one more list to the pile.

Around the same time I acquired the Swiss cheese mobile, I also bought a bottom feeder Suburban to use as a tow vehicle. A trailer soon followed. The Suburban was in need of "a little" work, but it was "perfect" for what I wanted. "How long could it take to put a new engine in?" I mused. "And that body work, I'll just take care of that next summer. No problem." A year and a half later, the 'Burb sports a new Goodwrench engine, which by the way weighs about ten times more than an Alfa engine. The body remains dented and there's still a "short" list of items to fix. Maybe I'll get to the body this summer. Have I mentioned that the trailer needed to be completely rewired? It was a pretty simple job, which consumed about three weekends.

In January, 2001 I decided that the Milano no longer fit into the fleet. The Suburban was more than large enough to handle bussing the kids around. And, while I really liked the car, I **needed** a convertible. So, in one of those rare instances, my book of lists became shorter, as the Milano's To Do list went with the car. Progress.

Feeling like I was finally making headway, I did the most logical thing. I gave up any thoughts of boring, reliable, maintenance-free Miatas and their ilk. I passed up the nearly perfect Spider, maybe because it didn't "need" me. Instead, I decided that the most reasonable thing to do was to buy a forty year old Alfa and use it as my commuter car. After all, this particular car was "just a weekend or two" away from giving me years of exciting, trouble-free transportation. Did I mention that the Sprint came with a pile of rusty metal that was once a '63 Spider? I'm sure I don't have to mention that the Sprint came with a garage full of parts. Don't they all? So, this package was a two-fer; two

more To Do lists to add to the pile. Actually, it was a three-fer, since I had to spend a number of weekends cleaning up the more interesting parts from the heap before I could sell them. Nine months later, I actually drove, and more importantly stopped the Sprint on a road longer than my driveway. A mere three months after that, it was inspected and legal to drive... at that magical 90% complete point. Woohoo! More progress! Of course, now that it is being driven, it needs maintenance, and worse, things are breaking. More list fertilizer. Have I mentioned that the garage full of parts remains where I put it nine, no thirteen months ago? I'll get to it.

About a month ago, when I was going through one of those fits of paralysis that accompanies list overload, I told St. Marie (have I mentioned how patient and understanding my spouse is?) that I would get rid of the Spider and sell off the parts. A month later, the Spider hasn't moved, except for listing to the right from the now flat tires on that side. Worse, every time I drive the Sprint, I imagine how much fun the Spider would be. It really doesn't need much. Just rockers, floors, an engine, transmission, probably brakes, an interior and I'm sure a few other odds and ends. Oh yeah, there's those rust holes in the trunk, doors, fenders and engine bay. No matter, I've got a welder. I can paint, too. I'm sure it would just take a few weekends to get it back on the road. After all, the windshield is good. Fortunately, I haven't yet committed that list to paper.... yet. Somebody shoot me.

More recently, there are signs that I might have hope. Isn't the first step towards recover admitting that you have a problem? A couple of weeks ago, I received a phone call about a formerly nice Alfetta that was vandalized. It was mine for the taking. I have a trailer, you know, and a big garage. Although I agonized over it for days, in the end I let it pass. Another list narrowly averted. I've even started to rethink the strategy of using the Sprint as my commuter car. I even called about getting on the waiting list for a new Mini. Do you know they come with a 3yr/36Kmi paid maintenance contract with the dealer? What would I do with all that free time?

A guy at work has been trying to get me to buy a Nissan 300ZX Turbo. Sure, his is fast, comfortable, sticks like glue and never breaks. But, it's so.... predictable. The timing belt tensioner doesn't even leak. What fun would owning a car like that be?

A few days ago, there was this Milano Verde on ebay for \$1700. It was about as good as condition as the one I sold, except for the fist sized holes in the rear fenders. But, Dan Scolaro has a Verde parts car with good rear fenders. And, did I mention, I've got a welder? And I can paint. It would be an easy fix. Just a couple of weekends. I still even have parts from my old Verde.... somewhere in the garage.

I didn't bid on it. I did email the seller for photos. Unfortunately, the car was in Florida. That would have taken almost a whole weekend just to get it back here. I do have a trailer, though, and a Suburban. Except the Suburban has a cracked exhaust manifold I need to fix, and I still need to get the GTV ready for Lime Rock, and I still have to finish the cage on the other GTV, and get the new carburetor on the Sprint adjusted right, and do some body work on the Sprint, and some interior work, and get the gages fixed, and clean up the garage, and fix some rust on the Suburban, and

A True Story – Bill Conway

If you bought one Yellow Alfa Romeo Spider Veloce in 1998 for \$20,000, put 3,000 miles on it, it would be worth \$20,000 today. I would say that is the best investment around. If you don't believe it ask Lawrence Martin of Foreign Cars Italia who picked up one of my Yellow Spider Veloce's. My only regret Lawrence is that when I bought one of the 5 1993 Spider's you advertised in Autoweek Magazine, that I didn't buy all five. Instead I foolishly invested in some silly Mutual Funds. Hey Michael Sina, stop e-mailing me that Morgan Stanley Investor crap, it's useless. Why don't you have your client's diversify their portfolio's with Italian Sports Cars.

In this issue: Winter Lunch
Events Calendar... and more



"Hmmm, I think I'll take the red Alfa today"



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First Class Mail