

# La Voce

Fall 2007

*newsletter of the delaware valley alfa romeo owners club*



## Only One Hundred Cars



I had a dream. I dreamt that I was driving my Sprint through beautiful countryside on a lovely summer day. I dreamt that I made a turn into a driveway that led past stately stone buildings, thoroughbred horses and excited hounds. The dream continued, as I got out of my Alfa and walked along grassed lawns. I had to squint as rays of reflected sunlight bounced off of colorful, curved mirrors. As I continued to walk, my eyes adjusted. Ahead were terraces filled with shimmering, undulating forms in every shade of red. Approaching closer, those forms became clear and my heart began to race. There, within reach were the rarest and most beautiful Alfa Romeos basking in the sunlight! At this point, most dreams come to an abrupt end. But, this was no dream, this was the 100 Motor Cars of Radnor Hunt – Concours d' Elegance. (Continued on Page Four)

### Mark Your Calendars!

- |                     |   |
|---------------------|---|
| <b>September 18</b> | <b>Monthly Dinner – Café La Fontana - Hatboro, PA</b>   |
| <b>October 7</b>    | <b>Fall Picnic – Brookside Farm, Paoli, PA</b>          |
| <b>October 16</b>   | <b>Monthly Dinner Meeting – Casselli's – Roxborough</b> |
| <b>November 4</b>   | <b>Fall Tour and Lunch – Bucks County, PA</b>           |

## Bob's Babblings

**Autumn is the Alfa Season!** I probably say this about every season, but Autumn is the best season of the year to enjoy your Alfa. The air turns a little crisper. The changing leaves provide some great scenery for driving. And, most importantly, Autumn is the season for our **Fall Picnic**. Henry and Nancy Wessells have invited us to their farm, again, to enjoy an afternoon in the sun, among the best cars and best people in the world. I hope you will make every attempt to come, even if you can't bring an Alfa. I'd like to make this year's picnic particularly special.

Remember, we'll also hold our annual club meeting at the picnic, which means **elections** will be held. Currently, Frank Gil (treasurer) and myself (president, editor.....) are the only offices we have. Pat Carzo, Charlie Crothers and Jack Stoll continue to keep the club going as the events committee. I'd certainly like to expand our offices to make this club truly fire on all cylinders. So, if you're interested in being secretary, membership chair, chapter liaison, vice president, or something else, please consider it. I'm pretty sure you won't have a difficult time getting elected.

The following week, we'll return to **Casselli's for dinner**. We had so much fun there in August that we decided to return. It's also a pretty centrally located venue. We need to start thinking about events for next year and I hope to cover some of that business at that dinner.

Because of the turkey season, we decided to cancel the November dinner. For similar reasons, we'll also cancel the December dinner. In their place, we might organize a trip to the AACA museum or something similar.

**Membership** I'm happy to see that some of you have answered my plea for recruiting new members. It's not like I'm getting tired of seeing the same old faces, but we need to continue to bring in new members. So, if you see an unfamiliar Alfa on the road or parked, talk up the club, invite them to an event or give them a note. If you pass on their address or email, I'll give them the club information and a complimentary La Voce, an immeasurable value!

**Stay in Touch** In an effort to get the club to better connect with each other, I was thinking of trying to get clusters of members together. To do that, I would have to send members close to you, your contact information. The idea is that if you have a fellow club member close to you, you can get to know each other better. Let me know if you have any objections to sending out your contact information to club members living near you. If you have any other ideas, I'd also love to hear them. I can always be reached at: [rampbrady@verizon.net](mailto:rampbrady@verizon.net) or give me a call at: 610-486-1132

**Get out and drive!..... kick up some leaves -bob**



*Can you guess which Alfa Romeo at Radnor was adorned with this cross and serpent?*

**On the Road....**

## August Dinner: Casselli's

We held our monthly dinner for August at Casselli's in Roxborough, and it was fun. It had been years, almost ten, since we last had a club event there. Last time, I remembered being serenaded by the waiter with opera. Things haven't changed much since. There was still live entertainment and the food was excellent.

We had a smaller crowd than normal, but the quality was high. Former and future DVAROC member Joe Pargola entertained us with tales of his early affiliations with Alfa Romeos. His first Giulietta Spider was purchased for the princely sum of \$20. He drove the car for some time until it finally cracked in half. After that initiation, he went on to own just about every Alfa model imported to the US since the sixties. Today, Joe owns a couple of late model Spiders. One, he drives, the other, not surprisingly, is in his garage awaiting assembly. We hope to see a lot more of Joe in the future.

Wicker Francis also had some great stories to tell. He told us of the long restoration road of his Sprint Speciale which had its ups and downs. The story of his latest acquisition, a '67 GTV once featured in Road & Track magazine, was most entertaining. It confirmed my long held belief that Alfa Romeos attract some of the most eccentric people. We also enjoyed reminiscing about the sports car scene in the Philadelphia area during the fifties and sixties. It would have been great to have been part of that time when gentlemen drove their sports cars to the track, made repairs on the spot and still managed to dress for dinner.

At the other end of the table, Peter Webb was in his element, talking racing and how to make Alfas go faster with Vince and Ruth. I see the seeds of a tech session on race prep for Alfas forming.

In between chats, we found time to sample some great Italian food. The mussels were house specialty. The other entrees were equally delicious and proportioned just right. By the end of our courses, we were perfectly satisfied.

Casselli's has one minor drawback, parking. So, if you plan to attend our October dinner there, and I hope you do, be prepared for a tight fit in the parking lot or on-street parking. Maybe this time, we'll get the waiter to do opera again!

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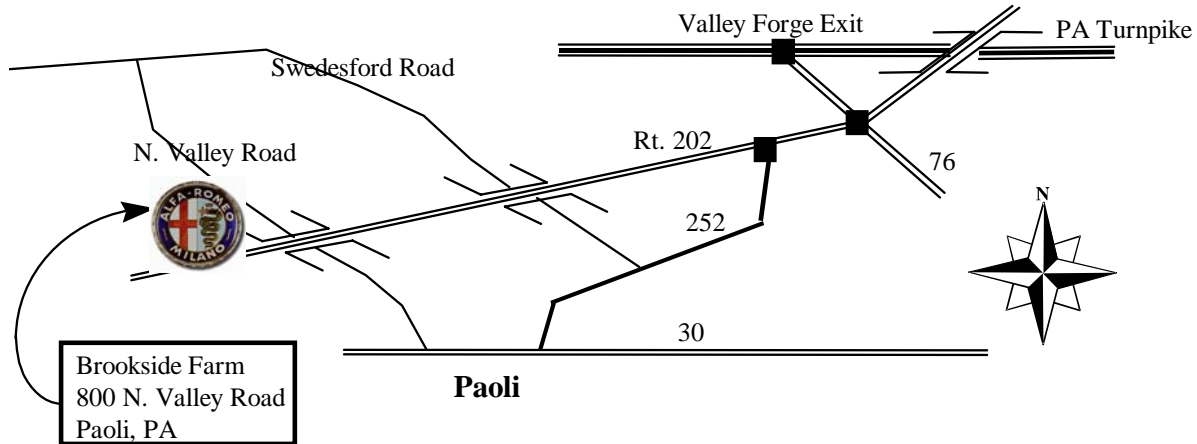
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## Events Calendar: \* Indicates DVAROC Event

### \*October 7<sup>th</sup> -DVAROC Fall Picnic - Brookside Farm - Paoli, Pa

Our fall picnic is one of our best of the year. 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 around 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: Roast Beef, Turkey, Ham and Cheese, Chicken Salad, or Curried Chicken Salad 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.... Seriously!. Please **RSVP by October 6<sup>th</sup>** and place your lunch orders with Bob Brady at: (610)486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net) If you get lost, call me at: 302-420-6529. Don't miss this great event! See directions below:



#### From the PA Turnpike:

Take the Valley Forge exit. Go South on 76 and quickly exit onto 202 towards West Chester. 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 South and West:

Take 202 north. Exit on to 29 north (second exit for 29). Turn right at the light. Turn right at the next light (WaWa on right). Turn right at the next light, on to Swedesford Road. Continue straight past office park and past church on left. Turn right on to N. Valley Road. 800 N. Valley Road is about ¼ mile on the left. If you go through an underpass, you went too far.

### \*October 16<sup>th</sup> – DVAROC Dinner – Casselli's – Roxborough, PA

We had such a good time at Casselli's a few months ago that we decided to go back. They have excellent Italian food at reasonable prices and singing waiters. Who could ask for more? In addition to dinner, some organizational stuff for the next sortie of events, we'll try to have a short program afterwards, either more on driving techniques or something else. Please contact me if you have a suggestion. Dinner will start at 7pm. Please try to be there promptly, or even a little early, so we can get our little Italian cars in bed before they get cold. Casselli's is located at: 7620 Ridge Avenue. Their phone number is: 215-483-6969. Please RSVP so we know how many to expect by contacting: Bob Brady at (610)486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net)

### \*November 4 – DVAROC Fall Tour and Rally – Bucks County, PA

Jack Stoll is putting together another great tour/rally of Bucks County and New Jersey along the Delaware river. We'll start at Peddler's Village in Lahaska and do lunch in Riegelsville. Contact Jack Stoll at (215)343-9165 or [rjs@netcarrier.com](mailto:rjs@netcarrier.com) by November 2<sup>nd</sup> so we can get a headcount for lunch.

### November 16-17 – COMSCC Time Trials – Lime Rock, CT

While racing in November in Connecticut can mean changing track tires for snow tires, this might be the last chance to get some track time in 2007. If you're interested in going, contact Bob Brady at: (610)486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net) That might be just the incentive I need to go.

### \*December 9 – Indoor Go-Karting – Pottstown, PA

Last year we weren't able to get this event to happen, but I'd like to try this year. If it's too cold to drive your Alfa, try honing your driving skills on some indoor go-karts. This is really a lot of fun. Contact Bob Brady at (610)486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net) by December 8<sup>th</sup> for times, directions, costs and more information.

#### Other Events???

If you have a particular interest, know of an event that might interest other Alfisti, or just want to get involved, please contact Bob Brady at: 610-486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net)

## 100 Cars of Radnor (Con't from Front Page)

In eleven years, the 100 Motor Cars of Radnor Hunt has firmly established itself as a premier automobile happening. Every year, the organizers manage to attract a stronger field of show cars, most of which, remarkably, come from local collections.

This year, the event honored Pierce-Arrows, Classic Coupes, the cars of the Mille Miglia, and Velocette motorcycles. So, after my son and I walked through the Kerbeck display of new Astons, Bentleys, Rolls and Lambos and on to the show field, it was no surprise that we were greeted to more than a quiver full of Pierce-Arrows. Everything from brass-era horseless carriages to Woodrow Wilson's Presidential Limousine, decked out in Princeton colors, to the famous Silver Arrow were there to admire. Even though they were delightful to admire, what really caught our attention were the number of fantastic Alfa Romeos on the terrace.

Dr. Fred Simeone opened up his collection, as he frequently does for this event. This year, he chose a 2900A and a 1933 Monza to share with the attendees. It was the first 2900 I've seen in person and I was taken by its proportions. In photographs, 2900s appear much larger. In the flesh, they are quite compact and would be a comfortable fit into my garage. Perhaps I'll mention this to my generous wife as my birthday is coming up ☺



*Matthew Brady tries to capture the beauty of this 2900A on film... an impossible task*

A 6C 1500 Gran Sport Testa Fissa, formerly owned by Henry Wessells was also on display, sporting new bodywork. When Henry acquired the car, it came to him in pieces. During its restoration, he had it bodied it with Zagato Grand Sport styling on the advice of Luigi Fusi. The current owner decided to alter the Zagato-styled coachwork, removing the running boards among other changes, after obtaining racing footage of the original car from the Mille Miglia museum. An excellent article on the history of this car was published in the Radnor Concours program.



The only non-red Alfa in attendance, an elegant 6C 2500SS Touring Coupe came straight from the Alfa Convention. It is owned by Oliver Collins of Ontario, Canada. Unbelievably, we almost passed by this stunning coupe as its understated deep blue color melted into the background of the otherwise red sea on display.



*Recently displayed at the 2007 AROC Convention in Detroit, this 2500SS was perhaps the most elegant Alfa in the field. Note Willem van Huystee's Bentley 3-liter Speed model in the background.*

Last year, Wicker Francis' Giulietta Sprint Speciale was on display in the clubhouse, on canvas. This year, his SS was there in the flesh. Wicker has been restoring Alfas for some time now and every car he finishes seems to be better than the last. If you have seen his white Giulietta Spider Veloce, a former Radnor



invitee, you understand what high standards he has. With the SS, he outdid himself again. (Continued on Next Page)

## 100 Cars of Radnor (Con't from Previous Page)

This particular Sprint Speciale arrived in his driveway in pieces, with a body full of holes. He almost turned it away, but fortunately for the admiring crowd, he didn't. Over the next few years, he carefully brought it back to its original glory, and then some. Many people have a love-hate relationship with SS's styling. Somehow, Wicker's seemed to defuse any antagonism. This SS struck a perfect pose on the lawn and seemed to be proportioned just right. It's hard to imagine anyone not longing to caress its voluptuous curves.



*A show judge tries in vain to find something wrong with Wicker's freshly restored Giulietta Sprint Speciale*

David George brought his 1938 Alfa Romeo Volpi-monoposto which formerly was part of the Fangio museum in Argentina. This special, resembling an Alfetta from a distance, was formerly driven by Fangio in Argentina and is now regularly flogged by its current owner. As we studied his car, Dave spoke about his racing experiences with it. He had recently returned from Laguna Seca and was disappointed that some of the vintage Indy cars could pull away from his Alfa. So, this winter, he plans to

re-install the supercharger and convert this priceless piece of history back to alcohol fuel. (Continued on Next Page)



*The 1938 Alfa Romeo Volpi-monoposto owned by Chester County resident, and noted automobile restorer David George hints of an Alfetta*



*This is the view most competitors saw of this special when Fangio was at its wheel. The sharp tail has a lovely patina of burnt lacquer from that beautiful exhaust extractor. Hand painted pilot names and flag adorn its side making no question of its historical significance.*





## 100 Cars of Radnor (Con't from Previous Page)

In addition to the Alfa Romeos, the field of superlatives included: an unrestored, original 300SL found in a garage in Princeton, a very rare 911R purchased and raced by Lance Reventlow and a beautiful 1954 Maserati coupe. After an hour or two of being surrounded by such remarkable beauty, the Ferraris, Cords and Rolls Royces became almost mundane. It was almost too much to take in fully. But believe it or not, Radnor is not just about the cars. This very special event has maintained its cordial atmosphere despite growing in size and status.



While my son Matthew was admiring David George's Alfa, he offered to let him sit in the same seat Fangio used! This typifies the generosity and approachability of the owners of the treasures there. In addition, it is a wonderful event to meet up with friends. While strolling around, we ran into a number of Alfa club members, from several local chapters. It was most pleasurable to spend some time waxing on about the perfect line around Summit Point with a fellow Alfiisti while sampling some of Victory Brewing's excellent ales. Every day should be so good.

Outside the show fencing, the fun continued. The event provides an excellent excuse for auto enthusiasts to bring out their toys. The "special interest" parking area was full of Rolls Royces and Italian, German and English sports cars. There, we

had a lovely conversation with the owner of a 1913 Rolls Royce Silver Ghost. This special lady regularly drives this very special motor car throughout the world including such far away locales as New Zealand. She recently spent some time in Scotland braving the elements in it. She proudly showed my son and I how the remote spark advance works, which is a piece of mechanical art, as well as the carburetor mixture adjustment made from the cockpit. It's no wonder that Rolls Royce earned its reputation as the finest motor car in the world. This Ghost was full of technical advances and outstanding craftsmanship. If it wasn't for the lack of front brakes, one could easily mistake the 1913 model for a car built decades later.

Eventually, we made our way past the Ferraris, Porsches, Alfas and Bentleys that shared the grass with our cute Sprint. It made us proud that our little Alfa, with cracking paint, attracted so many admirers. Perhaps some day it will make it closer to the terraces. And at that point, I woke up!



## 100 More Cars at the New Hope Auto Show

The New Hope Auto Show has been a fixture on every local car enthusiast's August calendar for fifty years now. It started in 1948 as a fundraiser and has expanded and contracted over the years. For several years, the venue was moved as construction at the New Hope Solebury High School commenced. One year it was even cancelled. But now, it's back, back at the high school, where it belongs.

The show field is considerably smaller than in its peak years. When I rode my bike there in 1979, I found what seemed to be a hundred acres or more covered in gleaming sheet metal and grimy old parts. In those days, you could find not one, but a half dozen AC Cobras on display, Triumphs by the score and a flea market with every part imaginable. These days, the show field is limited to the paved areas around the school which means no more than 250 cars on each day. Sadly, the show seems to struggle to get half as many cars. Fortunately, the local Alfa Romeo owners seem to have the spirit and continue to flood the field with Alfas.

This year, like many recent years, there were over twenty Alfas on display, easily more than any other marque. While we didn't get the nice shady spot of last year, we were in an area



which made sure everyone in attendance got to see the best of Italy. (Continued on Next Page)



## New Hope Show (Con't from Previous Page)

Judging was limited to just two categories, open and closed cars. This year, our own Quinn deMenna managed a first place plate in the closed Alfa category, for his well-done, black 1979 Alfetta/Sprint Veloce. Bill Conway's white GTV also managed to be recognized, though those non-original Ronal wheels, pretty as they are, almost put him out of contention. Dan Diefenderfer brought his very nice '74 GTV, which he purchased some years ago after seeing it on display at New Hope. Why his car didn't take home a plate is anyone's guess. Bob Feltoon and David Burroughs showed their Spiders, as did former plate winner Dennis Murray. As usual, Jeff Kollar was out in force with both Giulietta Spider Veloces. Charlie Crothers had the only Giulia Spider. Alan Aptner brought his 164Q and added to the festivities with a display of Alfa banners. Frank Taormina shared his 2600 Spider. Greg Shpungin showed his '69 1750 Spider. I put a band-aid on the dented rear fender of my GTV, threw on some Panasports with well-worn track tires, hosed it off and entered it in the show. Of particular note, was a mostly unrestored 2000 Spider, purchased in California. I spent some time talking with the owners who were delighted with the car. They intended to keep it unrestored and keep driving it. Let's hope we see more of this car.



Jeff Kollar's Giuliettas always attract a crowd



Alan Aptner entertains the Alfa Romeo Ladies Guild with his 164Q



David Burroughs, Bob Feltoon and Dan Diefenderfer find some shade behind Dan's very nice GTV



Bill Conway walks past his very original Alfetta GTV... Nice Wheels, Bill!

Although the New Hope Auto Show is much smaller, it is still great fun. It gives all of us a chance to spend the day sharing our cars with others, even if our Alfa isn't concours quality. Additionally, New Hope and Lambertville are just a walk away, with plenty of restaurants, watering holes and shops to keep us entertained. I hope our club's enthusiasm for this event never wanes, even if the judging criteria are a



bit suspect. Next year, we'll try to get a little more involved and even see if we can get additional judging classes added to the Alfa Romeo category. After all, we do provide a large portion of the show cars.



Quinn deMenna's tastefully done Alfetta took home a First Plate

## More Photos from New Hope



Greg Shpungin's 1750 Spider was the only round-tail there.



Dennis Murray adjusts the top on last year's first place winner.



This clever chess set was on display at New Hope. Each piece was made from an automobile part, such as a valve, and was adorned with an enameled badge. Alfa Romeo was the bishop.



This unrestored 2000 Spider recently came from California via ebay!



This Giulietta was tastefully hot-rodded as it might have been in the early sixties.





*Tim O'Riordan showed off the trunk of his 2000 Spider, complete with Alfa-issue tool kit.*

## In the Garage ....

# Awakening the Sprint

*Bob Brady*

I've probably said it before, but it is true, Alfa events are the perfect "kick in the pants" that many of us need to get our cars on the road. I was reminded of that truism during the days before the Radnor Concours. To tell the tale properly, however, I must start from the beginning.

It's been nearly seven years now since I took custody of the Pininfarina red 1960 Sprint that occupies the space next to my GTV in the garage. It's hard to believe it's been so long! I acquired it on a lark. I was looking for a Spider, Super or other suitable Alfa to make as my daily driver. In retrospect, the logic of why I needed another Alfa to become a daily driver instead of the GTV, let alone the madness of making myself dependent on a 30+ year old Italian car for transportation eludes me. Nevertheless, the moment I saw the Sprint lurking in the seller's garage, I knew it had to be mine. Although it had been sitting for some time and needed an oil line to run, I struck a deal to buy it. Like nearly all Alfa Romeo purchases, this one came with another car, a Giulia Spider, as well as boxes and boxes of parts. But those were stored in an airplane hanger, miles away and this story is about the Sprint, so I won't mention it further.

By the time I picked it up, a few weeks later, the oil line had been replaced with some low pressure aircraft oil line allowing it to be started. When the owner turned the key, it fired up with remarkable ease.

Like all Alfas, the lack of use had taken its toll. The exhaust was rusted through and the brake pedal offered no resistance when pressed. Still, those minor shortcomings didn't deter the now reluctant seller from giving it one final flog. Down his driveway he screamed past and around the neighborhood road.

Fortunately, he was able to coax enough brake to keep it from driving off the end of my trailer when he loaded it!

Upon reaching my house with my new treasure, after an overly exciting drive home with a brakeless trailer, I unloaded it and promptly parked it in my garage, where it sat. The usual suspects, work and family created the force that pulled my attention away from the neglected Sprint. As a result, it stayed in that spot for far too long. Eventually, little by little, I started bringing it back to roadworthiness. A new exhaust, new brake cylinders, a master cylinder rebuild, some fresh oil and a few other odds and ends later, I was on the road.

If the Sprint is a pleasure to admire from the outside, it is an absolute joy to operate. Perhaps the most distinct attribute of it is its delicateness; not in the fragile sense, but in the sense that it requires only the lightest touch to drive. The thin, large diameter, black steering wheel requires only guidance from fingertips. The shifter is much the same. Turn signals and switchgear operate with similar ease.

Acceleration is surprisingly brisk and it will cruise effortlessly at license loosing speeds all day long without fuss. In the turns, its behavior is more nautical, heeling over at absurd angles, but never losing grip. It's more likely that you'll lose your nerve before it will go off line. I was once told by someone who raced them when new that Sprints instilled fear in other competitors who thought they were constantly on the verge of rollover. The park bench flat seats don't help. But that's not the point. The Sprint begs to be driven briskly, with aplomb, not violently.

Sadly, for most of the past year, and then some, I haven't had a chance to enjoy its pleasure as my Sprint has suffered from inexcusable neglect. Its generator is still held in place with zip-ties put on during the drive home from the 2004 AROC convention. The new water pump, which is the cause of the zip tie fix remains uninstalled in a box. At some point during the last two years, the brakes ceased to function. It has a leaky tire that has remained flat for far too long giving the car an awkward stance. But, that's not the half of it.

In the last year it has suffered far greater indignities. It sat outside for six months, filled with boxes of parts, while we were waiting to have a new garage to put it in. It was rained on, snowed on and piddled on by water-fowl. Mice made their homes in the engine bay. Fortunately, the boxes of moth balls I put in the interior kept them out of the seats. Then, when it finally had a new home, it sat again, for several more months. While at least it was out of the elements, its garage space became a temporary hay loft. I came home one day to find the poor car buried beneath bales of timothy. And there it sat, until I couldn't stand it anymore.

With the Radnor Concours approaching, I became sufficiently motivated to get her back on the road. With only a day to spend on repairs, I dove in to the brakes, determined to drive it the next day.

As expected, the front brake cylinders were frozen. Without spares or rebuild kits, I attempted a quick and dirty fix by removing the steel pistons from their aluminum bores and lubricating them. Take note, carbon steel is incompatible with aluminum and results in galvanic corrosion. Doesn't everyone know that? Maybe Bendix didn't expect their wheel cylinders to stand idle for months at a time. Maybe Bendix didn't expect British sports cars to last long enough for this to be a problem?



Unfortunately, my quick and dirty approach was ineffective. After I removed the brake cylinder seals, it was clear why. The fluid beneath the seals looked more like brown Vaseline than brake fluid. Either I didn't do a sufficient job of flushing out the silicone fluid put in by the previous owner, or water got into the system. Maybe, it was both. Either way, the result was rusty cylinders and gunky bores.

With time ticking away, and not wanting to remove the cylinders, I honed them in place and cleaned up the pistons. That was working like a charm until my hone self-destructed on the second cylinder. I finished the job by using fine grit emery paper to clean out the bores, which proved to be effective. While the cylinder boots were swollen and decayed, I figured they were adequate to get me through the next day. I really didn't have a choice as I had no spares handy.

After bleeding (which took far longer than I expected) and adjusting (which was a surprising snap) the brakes the pedal was firm enough for a test drive.

Driving down the Brady Hill Climb course which is my driveway, I applied the brakes hard, resulting in scared horses and black lines in the asphalt. Success, with time to spare!

(Continued on Next Page)

## Awakening Sprint (Con't from Previous Page)

With the car now roadworthy, it was time for a much needed bath (first the car, then me). The layers of dust and hay debris flowed off with the stream of water I directed at it, revealing a much nicer car than I remembered. It had been so long since I'd seen its paint shine, that I thought it was deteriorated far worse. Yes, the paint still had that alligator skin look to it in parts, and was flaking off in other parts. I prefer to think of those attributes as patina. If it weren't for the fact that the car was originally a light green, I would consider just preserving the paint, as is.

The next day, it got a long-overdue vacuuming of the interior. Again, I was surprised to see how good the interior condition was. Yes, the front seat upholstery was continuing to disintegrate, but other than that, the hole in the headliner plugged with a paper towel, the gages with drooping letters... and.... Well, it was still better than I expected. Have I showed you my new rose tinted glasses?

Once tidied up, my son Matthew and I gave her a run on the back roads of Chester County as we made our way to the Radnor Hunt Club. While that exhaust system I put on it some years ago is still obnoxiously loud, the rest of the car was nirvana. It all came back to me, very quickly, why I loved this car so much. I must not let her sit for so long, again!



*Ed Jones sent us this photo of his Duetto on the shores in Michigan, at the AROC National Convention.*



*A blast from the past: DVAROC Fall Picnic circa 1998. Plan now to attend this year's picnic on October 7<sup>th</sup>.*

## In the Garage ....

# Your Own Space

*Bob Brady*

I've been in a lot of different garages lately. I'm also in the process of organizing and fitting out my new garage. It's got me thinking. A garage means different things to different people. For my wife, it is a place to park her car to keep it warm in the winter and keep her out of the rain when she unloads. For some, it is a vast dumping ground, full of a seemingly random accumulation of junk. I have a suspicion however, that for many Alfisti, the garage is a special place. It is at once, a place to keep our treasures out of the elements, a place to repair and create, and maybe most importantly, a place to escape. With that in mind, I've been thinking of what to consider when preparing a garage for use.

**First Things First** Most of us don't have the luxury of starting with a clean sheet of paper. Even so, before you begin fitting out your space there are some important considerations. I suppose the most important is understanding what you intend to use it for. It's a good idea to write down your intended uses before you begin designing. Important considerations include: how many cars and what type you intend to store; what type of work do you intend to perform there; what other items do you intend to store. That said, there are some generally good ideas to consider.

To start with, the bare space should be prepared so that it can be kept clean. Don't skimp on window and door moldings. Uncovered drywall



just creates dust. I prefer to paint all my wall and ceiling surfaces with gloss white paint which keeps things bright and makes clean up a snap. Bare concrete floors also generate dust. If you don't want to spend the money with an epoxy floor coating or paint, at least use a concrete sealer. This will also make those inevitable oil drips easy to clean up.

Power is also important. Don't skimp on the number of outlets and make sure you have plenty in the ceiling for lighting. I find that the newer T8 style fluorescent light fixtures are much better than the older T12 bulbs. They give off more light, are more efficient and start up instantly even in cold weather. I like to have a lot of lighting and wouldn't consider six fixtures per bay excessive at all. If you plan to weld or have a compressor, make sure you've got proper power for them (20A, 110V or 220V) and have it in the right place.

If you have the option, having a sink, toilet and/or shower in the garage is great. It avoids tracking dirt in the house.

Finally, make sure you select garage doors that have good insulation. Even if your garage has heat or air conditioning, you'll want to keep things cozy with a tight, insulated garage door.

**A Place to Work** Many of us work in our garages. That often means creating dirt. Sometimes, it means creating a lot of dirt. Bodywork, painting, woodworking, welding and grinding all generate a lot of dirt. On the other hand, some of the work we do requires very clean spaces. If you are building engines or rebuilding hydraulic components, the area must be very clean. Because the nature of work can be so different, it is best to think about arranging your spaces into clean and dirty areas.

I try to put all the grinding and welding equipment on one end of the garage. That becomes my dirty space. On the other end, I install a clean work area, with hand tools close by. In between, I arrange the other operations in order of their cleanliness. So, power tools, drill presses and the like go near the dirty end. Hardware and parts storage go near the clean end. I install a workbench with a large vice in the center, as sometimes you need the vise for clean work, sometimes for dirty work. I've never managed to perfectly segregate the areas, but the general principle of keeping them apart has worked well for me.

These days, all manner of fancy garage cabinetry and workbenches are available. Personally, I've preferred to build my own benches, that way they are sized just right and have the right shelf spacing.

(Continued on Next Page)

## In the Garage (con't from Previous Page)

While I haven't always done it, I definitely recommend painting all the cabinetry and work benches, you guessed it, gloss white, unless of course they are stainless steel. If you go the DIY route to making work benches, I recommend using ¾" plywood for the work surfaces, anything less is too flimsy. My preference is ¾" luan, when I can find it. Make sure to use sanded plywood for a smooth, easy to clean surface. One final word on work benches is to put covers or curtains on all shelves. I've used clear pvc, sometimes used to cover tablecloths, as curtains. It keeps the dust out and doesn't get in the way.

Another consideration when laying out the work areas is to make sure not to box in the vise, drill press or table saw. When you have to work with some long piece, you'll be happy you have the access. Also, if you have noisy equipment such as an air compressor, try to locate it away from the rest of the house as much as possible.

When it comes to wall spaces, people have different opinions. I like to cover all the spaces above my work benches with peg board. I use the thicker material as it is more sturdy and paint it white if I can't buy it already painted. I've found that I don't like hanging frequently used tools on pegboards, they never seem to be within reach. Rather, I keep all my mechanics tools in a roll-away tool box. On the pegboards, I keep spare drill bits, saw blades and infrequently used tools. I also store hardware there so that it is easy to see what I have in stock.

**A Place to Escape** Okay, I admit it, my garage is my space, my only space. Because of that, I make sure to fit it out with some comforts.

First and foremost on my list is a good stereo. Since my GTV is from the 70's, I opted for some nice large 70's stereo equipment with lots of wattage. Ebay has lots of this stuff available.

I've never gotten into the lounge chairs, TVs, refrigerators and the like, though some people do. I've seen some garages that might as well be apartments. I think a good desk or workbench with a stool is a good idea, however.

Finally, there's the decoration. My garage is my space to hang all those posters and car memorabilia that just doesn't fit in my house. Steering wheels, grills, racing posters they all add to the ambiance, give you some peace and sometimes, some motivation.

Whatever you do with your garage, don't let it become a dumping ground. The worst thing you can do is pack in your Alfa so it can't be driven.... Ask me how I know.

## Classifieds:

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

**1991 164S** Black/black leather interior., 5-speed, AC, power windows, mirrors, locks, sun roof, four heated seats, cd player, rear window shades. Tool kit, & owners pouch w/manuals. 120K miles. All maintenance performed by Algar Ferrari of Phila, sperry cams and valves, stainless exhaust, recent belts, engine balanced and blueprinted & chip upgrade. Everything works. Very fast car, looks and runs great. \$5,500.00 or OBO. Barry [barrycross@aol.com](mailto:barrycross@aol.com) or 215-242-4726 PA

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

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

**93 Spider Veloce** – 49Kmi, bought new from Algar and serviced there, header, Ansa, K&N, dash cracked, mech. excellent, 90% cosmetically, new tires, clutch , red with tan leather, black top, garaged, no rust, \$12K obo, 484-832-2220 – Nick Mongoni

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

**Alfetta Front Bumper** 1975 - 1979 Alfetta Stainless Steel Euro front bumper Never used \$400, Call for pictures. Quinn (609) 206 0694 or [qdemenna@comcast.net](mailto:qdemenna@comcast.net)

**'62 Giulietta Spider** - I have been so busy and my car just sits in the garage except for an occasional short drive. It deserves better. New brakes, exhaust, filters, radiator, seats put in from re-originals, new door skins and hardware. A new top that just needs a wood bow in place. dual webbers, 5 spd, red with red and black interior. New tires, hubcaps, and front grill. The trunk near the battery has had new metal put in. The gas gauge does not work and neither does the speedo. The front bumpers and eyebrows need replating. I am asking \$8,500.00. This was the price I paid before all of the work was done to it which was not cheap. New seats alone were \$2500.00. A decent driver. Chris - 610-503-2338 (w) 610-323-6577 (h)



**81 Spider Veloce**- 85k mi red, great condition. Garage kept. Rebuilt spica fuel injection last year. Great runner. Hate to lose her but want someone who will cherish the car. \$8500 Charlie Mest- 215-816-2479  
**1974 GTV** Regretfully, I am offering my little red GTV for sale. It is a fast, competitive, reliable time trial car as well as a lovely street car. Excellent condition \$13,000. Call Bob at: 610-486-1132.

**1981 Spider**, runs great, recent inspection, cream with brown interior, no cuts in seats, worn looking...top is good, need window...new tire, new quad rims....118k miles.. call for more info, pics,,, South Phila...Rob Simiriglio 215-380-6143

**1983 GTV-6** 19K miles Silver/Blue, Bill Conway, 973-839-9239  
[billconway@comcast.net](mailto:billconway@comcast.net)

**1992 Alfa Romeo Spider Veloce**. It is in FAIR to GOOD condition. (I value it at that so as not to over- estimate it. It runs beautifully, but it does have a chip or two in the paint. Heck, the speedometer WORKS! :-P) You can see some pictures here:

<http://homepage.mac.com/amichalski/PhotoAlbum21.html> Please call me at (877) 444-6188 (That's toll free. I am in Wilkes- Barre, PA.) and we can discuss it. Asking \$8,000

**1975 Spider**. good body rebuilt engine. aftermarket headers and rollbar. spare set of camponola wheels.\$5000. Randy (609)-261-7547.

**1984 Spider Veloce** Silver w/ blue leather, 5 spd, 42K miles. , good condition, Same owner since 1994. Recent full service by Falcone. New canvas top, leather seats and clutch. Paint good, some minor chips and dings. Some rust on rockers. \$5900 OBO. Call for pictures and records. Tony (610)878-4547. [anthony.villano@zlbbehring.com](mailto:anthony.villano@zlbbehring.com)

**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](mailto:jjweh@peoplepc.com).

**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](mailto:davidbeck@sprintmail.com) \$7500.00.

**1962 Giulia Spider** needs total restoration or for parts. \$1000 obo, Jeff Kollar, 610-746-0317

**Giulietta, Giulia Spider, Sprint, SS Parts:** Engines, Veloce bits, trim, body, interior. Call for details. Jeff Kollar, 610-746-0317



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

<p style="text-align: center;"><b>July</b></p> <p>14 – Pittsburgh Vintage Grand Prix, Pittsburgh, PA</p> <p><b>15 – Summer Picnic and Rally, Ridley Creek State Park, PA</b></p>	<p style="text-align: center;"><b>August</b></p> <p>1-5 – AROC National Convention – Detroit, MI</p> <p>4-5 – Das Awksfest – Macungie, PA</p> <p><b>12 – New Hope Auto Show, New Hope, PA</b></p> <p><b>21 – Monthly Dinner – Casselli’s – Roxborough, PA</b></p>	<p style="text-align: center;"><b>September</b></p> <p>1-3 – Vintage Racing Festival – Lime Rock , CT</p> <p>5-9 – SVRA Vintage Grand Prix – Watkins Glen, NY</p> <p><b>8-9 – 100 Cars of Radnor – Radnor, PA</b> <a href="http://www.radnorconcours.org">www.radnorconcours.org</a></p> <p><b>15 – NJAROC Hudson Valley Tour – New York State</b></p> <p>16 - Hagley Car Show - Wilmington, DE</p> <p>16 - Buckingham Auto Show, Holicong, PA (<a href="http://www.buckinghamautoshow.org">www.buckinghamautoshow.org</a>)</p> <p><b>18 – Monthly Dinner – Café La Fontana – Hatboro, PA</b></p>
<p style="text-align: center;"><b>October</b></p>	<p style="text-align: center;"><b>November</b></p>	<p style="text-align: center;"><b>December</b></p>
<p><b>7 – DVAROC Fall Picnic</b></p> <p><b>16 – Monthly Dinner – Caselli’s – Roxborough, PA (tentative location)</b></p>	<p><b>4 – Fall Tour and Lunch – Starts at Peddlers’ Village, Lahaska, PA</b></p> <p>16-17 – COMSCC Time Trials – Lime Rock, CT</p> <p><del><b>20 – Monthly Dinner – Location TBD</b></del></p>	<p><b>9 – Indoor Go-Karting – Oaks, PA</b></p>



**La Voce**  
c/o Robert Brady  
631 Harveys Bridge Road  
Coatesville, PA 19320

*First Class Mail*