



# La Voce

June 2006

*newsletter of the delaware valley alfa romeo owners club*



## Springtime for Alfisti

Spring was truly a fabulous time for Delaware Valley Alfa Owners. In late April, despite the showers that kept the parking lot more mundane than usual, we spent a Saturday morning with Vince Votto and Ruth Wolf at Nick Falcone Enterprises. There, between coffee and donuts, we re-familiarized ourselves with state of the art 60's and 70's automotive technology. Do you remember those funny contacts inside the distributor? (Heck, do you remember what a distributor looks like?) How about, do you know that your Spica fuel injection pump has its own oil filter? And, what are we supposed to do with all those grease fittings on a Giulietta? Vince cheerfully answered those questions and many others that Jack Stoll and crew threw his way. (Jack brought a copy of a vintage owners manual for reference.). By the time the party broke up, everyone was properly armed with the knowledge Carlo Chitti intended every Alfa owner to have to maintain his or her car in top condition. From all of us, many thanks to Vince and Ruth for their hospitality and generosity. It was a great time! (See page 4 for photos)

A few weeks later, we took to the road en masse. Although there were a few some of us had our cars anointed by nature, by the time the tour started, it was all sun. We toured the winding roads of Bucks County and New Jersey along the Delaware

River. In Stockton, we met up with the New Jersey chapter and continued northward. Along the way, we made a few interesting stops. It couldn't have been a more perfect spring day. (See Tour on page 5)

To round out our May, Ragtops and Roadsters held an open house at their restoration shop. Down the street, Perkasio was holding their Jazz festival. It was another wonderful day to be an Alfa owner. As you can read in our Events section, June will be no less exciting. Welcome to spring!

### Mark Your Calendars!

**June 11 – Italian Car Show –  
Headhouse Square–  
Philadelphia, Pa.**

**June 17 – Triple Winery Tour -  
Chester County, Pa.**

**July 16 – Summer Picnic and Rally  
– Ridley Creek Park, Pa.**

## Bob's Babblings

**Events** As you've already read, April and May had some pretty super events. It was great to see so many familiar faces. Even better, it was great to see some less familiar ones. I hope everyone who attended the Tech Session, Tour or Open House had a wonderful time. If you attended any other event listed in the last newsletter, such as the Carlisle Import/Kit Car Show, drop me a line and let me know how it went. Also, if you found the postcard mailing in May helpful, or not, let me know so I can either do it (or not) again.

**More Events** June will be another superb month for Delaware Alfisti. June 11<sup>th</sup> even has multiple choices. The club is officially endorsing the **Italian Car Show** in Headhouse Square, Philadelphia. Last year was the inaugural showing and it exceeded everyone's expectations. I don't know how the Fiat club pulled it off, but the Italian cars essentially took over some very prime real estate in Philadelphia. I hope you choose to make this one. If you can, we also need some **volunteers** to help direct the cars into appropriate spots. We're looking for a handful. So, if you can arrive around 10am and don't mind helping out, let me know.

If you can't make the show, you might consider the Alfa Swap Meet in York, PA. We hold this event in conjunction with the Central PA and Capital Chapters each year. Autocraft, the sponsor, always puts on a delicious spread. It's also a good opportunity to meet up with members from our chapters to the south and west.

Finally, if aircraft is more your thing, consider the New Garden Air Show. For the past few years, we've shown our cars there while ogling at the planes. Contact the airport to get a show pass if you plan to bring your Alfa.

The following Saturday promises to be even more special, a **Triple Winery Tour**. Pat Carzo has made arrangements for us to tour three local wineries in and around Chester County. Along the way, we'll enjoy some pretty scenery and have a snack or two. To cap off the day he arranged for us to have dinner at an excellent local Italian restaurant. I really hope you can make this one and also hope this will become an annual event.

**Welcome!** There have been some recent additions to our band of merry Alfisti. I'd like to welcome Bob Feltoon from Cherry Hill, New Jersey, Peter Webb who has moved here from the Chicago area, and Courtney Brownell, from Ambler.

**Alfa Spotting** Every so often, I see an unfamiliar Alfa Romeo. Sometimes, they're even in my own backyard! Every time I see one, I try to find the owner to see if they'd like to join our club. I can't stress enough the need for us to recruit new members. Each year, we lose a handful and while we always gain a couple, we're typically at a net loss. So, if you spot an Alfa, talk to the owner. If you can't find the owner, leave a note.

**Thanks!** I want to thank Vince and Ruth from Falcones for hosting our annual tech session and Jack Stoll for helping to organize it. As always, it was a lot of fun. I also want to thank Pat Carzo for organizing the winery tour. Also, I'd like to acknowledge Bob Feltoon and Ed Jones for providing photos for this newsletter and Jon Klingerman for the letter about Alfa's return.

**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](http://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](mailto:mpbrady@verizon.net)

**Get out and drive! -bob**

## Classifieds:

**1981 Spider**, red with tan interior, original owner, new tires, brakes, top, only 21kmi! \$12,500 firm. 610-346-8000, Doris.

**1959 2000 Spider**, Sports and Specialist Cars of Princeton, NJ has a '59 2000 Spider for sale for \$25k. For more information, call 609.466.5305 or see: <http://www.princetonlotus.com/>

**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 bilconway@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

**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 cond. \$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, Misc. parts - Timing belts, Bearings, Sway bars, Gears, Steering, Glass, Clutch, Shocks, Emblems Send part number of item needed and I'll look it up for you. Pat Carzo 302.575.0725 or pcarzo@carzoandassociates.com

**1975 Spider**. good body rebuilt engine. aftermarket headers and rollbar. spare set of campagnolo 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@zlbbehiring.com

**Wanted: A 1962-65 Giulia Spider or Sprint 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.

**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

**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.

## Events Calendar: \* Indicates DVAROC Event

### \*June 11 – Italian Car Show - Headhouse Square, Philadelphia, PA

The DVAROC, NJAROC and others will join the Fiat-Lancia-United club in displaying Italian cars in Old City, Philadelphia. The cars will gather in and around the “Shambles” building at Second and Lombard streets (Headhouse Square). The event will run from about 11am until about 3pm. Show off your Alfa and enjoy the company. For more info and to register (recommended but not necessary), contact Thad Kirk at 610-324-7085 or [delvalleyflu@gmail.com](mailto:delvalleyflu@gmail.com) or go to <http://fludelaware.italiancarclub.com/> This was a wonderful event last year. Don't miss it this year. If you're interested and want more information, contact Bob Brady at: 610-925-1837 or [mpbrady@verizon.net](mailto:mpbrady@verizon.net)

### \*June 11 – Tri-State Alfa Swap Meet - Autocraft – York, PA

If you can't make the car show at Headhouse Square, consider attending the 9<sup>th</sup> Annual Alfa Swap Meet / Autocraft Open House will be held at Stahlman's Autocraft, 1508 South George Street, York, PA, on June 11<sup>th</sup> from 10am until about 3pm. Complimentary buffet lunch will be provided. Bring your Alfa goodies...new or used parts, books, models, whatever, and plan on swapping and/or selling with the rest of us. I hear this year they're going to give away a Fiat Spider. For questions or directions, call Erich or Andy at Autocraft 717 845 5314, or Mike Mihm 717 741 0460, or call Bob Brady at: 610-925-1837 or [mpbrady@verizon.net](mailto:mpbrady@verizon.net)

### \*June 17 – Triple Winery Tour – Chester County, PA

Pat Carzo has organized a fantastic tour of three wineries in the southern Chester County area. We'll begin the tour from the Brady's house in Kennett Square at noon. Plan on bringing a lunch if an afternoon of wine and light fare won't keep you going until dinner. From the Brady's, we'll drive to Gap for our first tour and snacks. Then, it's back to Avondale for our next tasting and cheese. Finally, we'll circle back to Kennett Square for our last winery. As if that wasn't enough, we'll also be having dinner at an excellent local Italian restaurant. If you plan on coming, please call Bob Brady at: 610-925-1837 or [mpbrady@verizon.net](mailto:mpbrady@verizon.net) so we can know how many people to expect. I hope you can make it! **Directions to the Brady's:** From points north, follow Route 1 south, past 202, to Kennett Square. After Longwood Gardens and several stores including Sears Hardware, Route 1 will turn back into a highway. Take the exit for Route 82, Unionville. At the stop sign, turn right up the hill. Take the first right into Spottswood Lane. The Brady's house is the third on the left, brick with blue shutters.

**June 11 – New Garden Air Show – New Garden, PA** One more event for June 11<sup>th</sup>. Normally, the DVAROC attends this, but with the Philadelphia show, we won't. However, if you're interested, see: [www.n57.com](http://www.n57.com)

**June 16-18 – Concours d'Elegance of the Eastern U.S. – Bethlehem, PA** Since we have the wine tour this year, we won't be touring to Lehigh. Note that this show has moved to the Northampton Community College in Bethlehem. For more information, see: [www.concourseast.org/](http://www.concourseast.org/)

**June 23-26 – Le Belle Machinne D'Italia – Skytop, PA** The organizers are really trying to reach out to the Alfa community. This three day event in the Poconos has something for everyone: car shows, dinners and track events. There are always some rare Alfa race cars that make a showing. See: [www.italiancarsatpocono.com](http://www.italiancarsatpocono.com) for more information and registration.

**July 7 – 16 Pittsburgh Vintage Grand Prix – Pittsburgh, PA** This is an excellent event and worth the drive. The races at Schenley Park on July 15-16 and feature older cars. There will also be vintage races at BeaveRun race track, nearby, on July 8-9. These will feature newer, but still vintage cars. For more information, see: <http://www.pittsburghvintagegrandprix.com/>

**July 9<sup>th</sup> Annual Italian Car Festival – Canton, OH** I have a brochure for this event. It looks like a nice event to attend, but a bit of a distance. If interested, contact Lee Contie at: 330-471-9980 or [lcontie@neo.rr.com](mailto:lcontie@neo.rr.com)

**\*July 16 – Summer Picnic and Rally – Ridley Creek Park, PA** Enjoy an afternoon of picnicking and driving as the DVAROC hosts its fourth annual summer picnic and rally. We'll meet at Ridley Creek State Park at 10am. Drive to the Bishops Mills Historical Institute Headquarters on Sandy Flash Drive, off of the West Chester Pike entrance. From there, look for signs to our picnic site. Each participant will drive the course and be timed. The course is about a 15 minute drive and will take you through scenic countryside. The winner of the rally will be the driver who most closely matches his/her time. The coveted DVAROC Driver's Trophy will be awarded. Lunch (hoagies and chips) and drinks will be available for \$8/person. Please RSVP Bob Brady at (610)925-1837 or [mpbrady@verizon.net](mailto:mpbrady@verizon.net) by July 15<sup>th</sup> so we know what food to order and how many directions to make.

### 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](mailto:mpbrady@verizon.net)

What are points?...

## Falcone's Tech Session

Bob Brady

The topic of this year's spring tech session was "How to maintain your Alfa as it was intended." To make things more interesting, Jack Stoll came prepared with copies of his GTV's owners manual. In there, we found many topics that are foreign to modern automobiles such as: points, distributor timing, valve adjustment, fuel-injection timing, grease fittings and cam chain tensioning. Vince did a great job of entertaining us and sharing his many years of Alfa Romeo expertise. Ruth was a perfect hostess. She shared coffee, donuts and lots of great anecdotes. By the time we left, we all knew a lot more about how to keep our cars running in top shape. Many thanks to Vince and Ruth for hosting this event!



There's a motley crew. From left: Fred Sacks, Andy Schummer, Bill Conway (in back), Charlie Crothers, Pat Carzo, Quinn deMenna and Vince Votto



Vince fields another question from Quinn deMenna as Bill Conway chimes in and Jon Klingerman gets an idea.

Letters to the Editor...

## More on Alfa's Return

Jon Klingerman

There has been much in the press about this but I stopped by Algar Enterprises in Rosemont, PA looking (unsuccessfully) for a part for the door of my '82 Spider and I was told by Mark Cedrone, Service Manager, that Algar was told to expect to sell new Alfa's at the end of 2007. The models that will be available will be the 159, the Brera, and the new Spider.

## DVAROC Triple Winery Tour Promises to be a Winner

Pat Carzo has put together a super itinerary for our June, Triple Winery Tour. See the highlights below:

**Date:** 17 June 2006

**Meeting Place:** Brady's House – Kennett Square, PA

**Start Time:** 12:00 - 12:30 PM

**Itinerary:** Motor up to Gap, PA about a 45 minute drive and stop at Twin Brooks Winery for the first tasting and snacks. After about an hour of fine wine and good company we would depart for Va La winery in Avondale, PA and sample their latest fine wines and complementary cheeses. The final winery will be Paradox in Kennett Square, Pa. We should be done the tastings about 5:30 - 6:00 PM. Reservations will be made at Capozzoli's Taste of Italy for some fine dining.

The wineries and some of their wines:

**Twin Brook - Cabernet Sauvignon** - This is a medium body, barrel aged red with hints of a cherry & vanilla.

**Pinot Grigio** - A dry medium body white wine that has a citrus flavor.

**Octorara Red** - This is a special port style red wine with a cherry flavor.

**Va La - Il Rustico** - This is a rich red wine aged in oak gives a strong fruity taste with a smokey after bite.

**Barbera** - A special wine, which may be out of stock, that has a creamy texture with fruity and chocolate flavors.

**Silk** - This is a dry red wine that has a smooth texture with out the oak and tannins after bite.

**Paradox - House Red Table Wine** - A complimentary blend of Chambourcin and Cabernet Sauvignon grapes. Nice oak, berry aroma that follows through in the finish. this wine is great for sipping or with red meat and pasta dishes.

**Voignier** - This is an estate-grown. The sun-colored berries give this wine a deep golden color. Fermentation in stainless steel captures its fruity characteristics of apricots, peaches, and blossoms. PDX Viognier is consistently a wine lovers favorite.

**A Taste of Italy** is a contemporary Italian restaurant featuring classic dishes from the various regions.

On the Road...

# Delaware River Spring Tour

Bob Brady



*The start of the Spring Tour in the parking lot of the Yardley Inn. From Left to Right: Bill Brady, Greg Spungin, Alan Aptner, ??, Fred and Zena Sacks, ??, Bob Feltoon, Ed Jones, Quinn deMenna, David Burroughs*

**In the beginning...** This year's spring tour started out innocently enough. Since the Camden Vintage Grand Prix was cancelled and the Concours d'Elegance of the Eastern United States was getting a bit stale, we decided to take a drive in May. Last fall, Jack Stoll organized a similar tour along the Delaware River. Not wanting to repeat that exactly, I started with Jack's directions but intended to mix things up a bit. Well, as the weeks evaporated and the tour date bore down, I found myself in my usual last minute scramble.

The starting point was fixed, as I had already published it. The ending point was also fixed, as we wanted to meet up with the New Jersey chapter who were also touring that day. It was just the in between I needed to plot.

**Directions?** Normally, good tour-making practice is to fist drive the route to ensure that it is correct and free of detours. With two days to go before the start, this was just not going to happen. At least I was familiar with the area. So, I grabbed my map of Bucks County and directed my computer to Mapquest.

"Plotting out an interesting tour isn't so difficult," I rationalized. "All I need to do is look for twisty roads, those that meander along water and those that cross covered bridges," I told myself. And that's what I did. The route in PA was easy to translate into directions since the map was to scale. I also remembered to check for washed out bridges near the river. PADOT's website confirmed that river road near Washington Crossing was still closed. The New Jersey side was a bit more challenging. For that part, I had to rely on Mapquest. To get distances, I resorted to placing an engineer's scale on my computer screen; crude but effective. I was also a lot less familiar with the NJ side and had to rely on my aforementioned "good tour" rubric.

**Scattered Showers** I was in the shower at 8am when Enrico Ciabattoni, president of the NJAROC called. Out of my window it was overcast, but the radar map showed little chance of rain. We agreed to take a chance and keep the tour on schedule. At the Wawa, while I was filling up the GTV and Matthew was getting food, the rain started.

It started with a few drops but those were soon followed by the inevitable downpour. The GTV's wipers struggled with the deluge. Then, they gave up. At mid stroke, instead of the two blades gliding past one another in synchronicity, they came down against each other and promptly stopped in the middle of the windshield. "Arrghhh!" I growled as I pulled over to fix them. A few miles later, I pulled over to separate them again. This time, I "reshaped" one of them, "fixing" the problem.

As we drove past Philadelphia, the rain stopped and the sun burst forth. It was looking like it was going to be a great day after all.

**Surprise!** After stopping at my parents' house in Langhorne to pick up my father, it was off to Yardley to meet up with the gang. I couldn't believe my eyes when I pulled into the Yardley Inn. The lot was covered with Italian cars! I had expected to see four or five, not double that! By now, the sky was blue. Apparently, I was the only lucky one to encounter rain.

We took to the road around 10:30, after the customary small talk and instruction review. To make things easier on everyone, we decided to drive the tour parade style. We used my and Jack Stoll's GTVs to bookend the group. I led the way. Jack and my son, Matthew, picked up the rear.

From the center of Yardley, we drove along the beautiful Delaware River, past many houses that were victims of last year's flooding, being raised 15 feet, or more. (Continued on Next Page)

## Spring Tour (Con't from Previous Page)

Then, we took a sharp left, away from the river towards Newtown. It had been a couple of years since I'd driven these roads. In the interim, more and more houses sprouted in fields once trodden on by Revolutionary War soldiers. On another road, one that I used to love to drift the GTV on, "targeted enforcement zone" signs were everywhere. I suppose I wasn't the only one who appreciated its curves and elevation changes. Glancing over at my father, I looked at the directions. The next feature of the tour was a drive down Eagle Road. As street after street went by, I became worried that I missed the turn. I hadn't checked my odometer at the start so I had no reference. After what seemed like miles past the desired right turn, the road we were driving on made a T, on to..... Eagle Road!

**Rollercoaster Ride** The landscape, once again, became familiar. When I used to ride my bike in this area as a youth, I tried everything to avoid Eagle Road, but always seemed to find myself peddling up it. And, "up" is the operative word. Shifting down to second, my little GTV's "big" exhaust crackled off of the rocky hillside as we traversed the near vertical climb. As we crested, only sky appeared in the windshield. Then, like a rollercoaster, we pitched downward and held on. Looking in my mirror, I saw the entourage in tow with Jack's GTV in the back.

From Eagle Road, we made a left here, a right there and then crossed the obligatory covered bridge. Twisting and

turning, our colorful band of happy Alfisti meandered down more lovely lanes as spots of sun through the canopy of trees glanced off of polished metal and paint. Once again, we found ourselves on River Road, among historic and hallowed property. Looking up the hill on our right, we could see our next stop, Bowman's Tower.

**Bowman's Tower** For those unfamiliar, Bowman's Tower was a look-out post used by Washington's troops to spy for Redcoats heading north. While the one used during the war is long gone, the current 125' stone tower, built in 1930 is much more hospitable, particularly since it has an elevator. Driving up the single lane road to the tower's parking lot, we found ourselves again in low gears with throttles open. Once at the top, many of us went up the tower to see the beautiful vistas. (Continued on Next Page)



## Spring Tour (Con't from Previous Page)

While there, I heard the distinctive sound of an Alfa Romeo below. By the time we returned to the lot, Bill Conway's GTV-6 was conspicuously absent. Figuring he, or his passenger, got bored with us, we decided to continue our tour without him. So, it was back down the hill and back to River Road.

As we headed towards Washington Crossing, traffic picked up. So far, we had managed to keep a tight convoy. I became really worried at the traffic light, just before the bridge into New Jersey. But, when I counted the cars in my mirror, it looked like everyone made it through together. Amazing!

The bridge over the Delaware River in Washington Crossing is one of several open-grating, truss structures that span the river from Yardley to Easton. They are architectural gems and are great fun to traverse in a convertible, or better yet a motorcycle, where you get the sensation of floating as you look down through the open deck. The only bad thing about these bridges is that they were designed for 30's era cars, which were much narrower. Fortunately, our little Alfas were designed for narrow European streets and had no problems passing by the oncoming monster SUVs.

**Found** As we headed away from the river, the road straightened out, a sign that we were in New Jersey. A few miles later, I noticed a silver car parked on the side of the road. "Could it be? Yes, it is, Bill Conway!" I exclaimed. Bill, not one with a reputation for superior navigation skills, managed to ditch us at our last stop, get a bite to eat, and then get back on course. Now that WAS amazing! As he slid into our procession, my cell phone rang. The Burroughs' were calling from their white Spider to let me know that Jack was nowhere to be seen. It looked like he didn't make the light in Washington Crossing after all.

**Lost** Once we got off the main road, I slowed to a crawl. It was a perfect place for an open-air blast, but instead we were watching the turtles pass us. Every minute or so, I checked my mirror for a burgundy GTV. Every time, I was disappointed. As we made the next few turns, we picked up the pace slightly, but still no Jack. When we got to New Jersey's version of River Road, Route 29, we couldn't dillydally anymore. Still, there was no sign of Jack... or my son. I wasn't worried though. Jack is a seasoned master of rallies and tours. If Bill Conway could get back on track, surely Jack could find us.



"Now where am I?" Jack Stoll resorts to a map

When we turned off, I had us stop in front of Belle Mountain "ski resort." It is generous to call it a mountain; it's more like a small hill. But, if you live near Yardley or Washington Crossing and it snows, it's a slope just minutes away. At this point, I got out of my car and explained to everyone why we were stopping. Meanwhile, down the road, Jack and Matthew were peering inventively at the directions and the map unfurled on the GTV's roof. They had managed to get lost on probably the simplest part of the tour. Meanwhile, in the parking lot, we waited. As we waited, a couple of glistening, snorting Harley-Davidsons checked us and our furrin cars out. Then, my phone rang.

It was difficult to make them out, with the weak signal, but Matthew told me they were going to meet us in Stockton. "Where are you?" I asked. Since they were just a mile or so down Rt. 29 from us, I urged them to join back up with the gang. A few minutes later, the little burgundy GTV was rocking up the road in a cloud of dust. Once again, we were off.

**Road Closed** I told my father how impressed I was with the tour. I couldn't believe how smoothly everything was working out. The instructions were working out like a charm. About the moment I said that, I put my turn signal on to make the next left... into a "Road Closed" sign. Mapquest wasn't flawless after all. "No problem," I told my dad, "I remember there being several roads that run parallel to that one. We'll just take the next one and be back on track in no time."

Sure enough, we took the next left. The tree-lined lane took us past some beautiful farms. Then, the formerly paved road turned to gravel. Realizing that I had some very fastidious Alfa Owners in tow, I started to get a bit stressed. After a mile went by and the gravel continued, I became even more stressed. And then, another mile went by. Even though I was creeping along, the Italian convoy was enveloped in a cloud of dust. Finally, after several miles, the tarmac reappeared. At the next intersection, I let intuition take over and took a left, hopefully leading us back to the tour route.

My dad kept his eyes peeled for our original turn. "That's not it," he said as one went by. "Nope, not that one either," as another passed. Then, as we passed a third, "That's it!" I quickly slowed and turned on to the shoulder as some ubiquitous Japanese sedan blew his horn at me. Although I was tempted to do an impression of Starsky and Hutch, I kept it under control as I made the uey to get us back on course.

The directions took on relevance again, as we toured more of New Jersey's Hunterdon county. By now, however, I was getting worried that we would be late to our meeting point in Stockton. I became even more convinced of this when we found ourselves behind a horse trailer. I told my father that I'd start to look for an escape route to Stockton. The last leg of the tour looked promising on paper, but I'd never driven it and time was awasting.

It was fortunate that before I found a b-line, we came upon the final leg of the tour, because that last bit was really worth it. Driving down some more pretty roads, we came upon another covered bridge and crossed it. Then, we spent the next few miles driving down a road that undulated along a beautiful creek. Sun above us, trickling water at our side and lovely rocks, trees and flowers everywhere; it was a truly lovely drive. (Continued on Next Page)

## Spring Tour (Con't from Previous Page)

To cap it off, the B\*# convertible holding us up pulled to the side and waved us by. A few miles later, and we were back up to speed on the main roads. Another left, and we were in Stockton, right on time. Pulling into the playground lot of the Stockton Elementary School, we took it over. Everyone was smiles. Even those who I thought would want to string me up for the miles of gravel road were happy. The morning tour had been a great success. Now, we had some time to relax, catch a snack and wait until the New Jersey contingent arrived.



**Alfa Multiplication** In no time, the band of Alfas doubled in size as several 164s, Milanos and a Spider or two pulled in to join us. Everyone was quick to abuse Enrico for driving a BMW to an Alfa event. Once everyone was done with greetings, it was time to hit the road once more. This time, it was back to Pennsylvania and points north.

Driving through Stockton, our double-length parade traversed another one of those truss bridges and made its way in to PA.

From there, it was back on River Road, towards Point Pleasant. When we arrived there, our larger numbers made parking a bit of a challenge. In the lead again, I directed our caravan down one street, then another, in search of suitable parking. Finally,



I asked the man working in the church parking lot, the one with the “no parking” signs, if we could use the lot for a little while. Much to my surprise, he was delighted to oblige. We made quite the scene, our collection of Milanese machinery.

While in Point Pleasant, some of us took time out to tour some of the local nick-nack shops, while others hit the ice cream counter. Still others searched for the elusive rest room. By the time we all gathered back at the church, our ranks began to shrink. Some, including myself, had to make it home for other obligations. So at that point, I bid adieu to the tour, which was headed for Frenchtown for a late lunch.

On the way home, while stopped in Washington Crossing for some ice cream, the skies opened up. I don't know how the weather was for the rest of the crew, but my Alfa was shedding water like a duck. At least those problematic windshield wipers were fixed..... not. While I solved the problem of them jamming mid stroke, the

left one now rotated right off the windshield and stuck. “Arrghhh! Not again,” I growled. This time, my “solution” was to put the foot to the floor and let the windshield get blown dry.

Overall, it was one of the best tours in memory. The turnout was great. The weather cooperated, mostly. The route was just about the right length with enough stops and points of interest to keep even the most jaded passenger happy. I look forward to our next tour, in June, which promises to be just as good.



## In the Garage...

## Milestones

Bob Brady

The classifieds are riddled with ads of “95%” complete or “restoration started” vehicles. I have personally experienced having cars languish in my garage for months, sometimes years, before any significant progress is made on them. How do these best intentioned projects turn into albatrosses? One sure fire way to have a project stall is to bite off more than you can chew. On the other hand, in order to keep your car from collecting dust, consider the milestone plan.

The Rivet Queen is a perfect example of how a project can stall or get back on track. Over the years, the GTV turned into a huge project, with no real focus. For a while, I went crazy removing riveted-on body panels. Then, I turned to fabricating a roll cage. I never really completed any phase. Consequently, it sat in the back of my garage for several years. Only when I created some short term goals for it, did it get back on track... pun intended.

The first milestone was the body. This was particularly tricky since there was so much required. So, I picked a section at a time and worked to finish it. Also, I concentrated on just the major body work first. Then, I focused on the finish work. This approach allowed me to declare victory, last summer. The next milestone was paint.

Paint can be a huge psychological victory. Once your rusty or bare metal hulk shines in a single, lovely hue, you feel like you’re almost done. Of course, you’re not, but seeing it freshly painted is worth a lot of motivation. After the body is complete, milestones get a bit more tricky.

The next major milestone is probably suspension. If your car can’t roll, it doesn’t make you very motivated to drive it. After I installed the suspension on the Rivet Queen, I was able to take it off jack stands and roll it around. It looked like a car again, and I was rewarded with another shot of motivation. The next area of attention was the drivetrain.

The drivetrain can be a deceptive milestone. Just plunking in the engine and transmission might seem like a major milestone, but you’re really not there until it can hold fluids and everything is hooked up. This includes the fuel and cooling systems. Don’t let yourself off the hook! Otherwise, you’ll just fool yourself and provide a big dollop of de-motivation when you realize you’re not ready to fire it up. I made a similar mistake with the Rivet Queen.

Somewhere along the line, I forgot about brakes. Whoops! This was a negative milestone. After putting on the suspension I thought I was finished. Then, I remembered the brakes. For the Rivet Queen, that meant new lines, a proportioning valve and other plumbing. It was a lot more work than I anticipated. Negative motivation.... bad.

Electrical work can be very tedious. But, once you can attach the battery and run all the circuits, this milestone is complete. If you attack one circuit at a time, you can get through this phase smoothly. If you try too many circuits at once, you’re likely to stall.

If you’re restoring a street car, the next milestone should probably be the interior. This is actually a good phase, as a little

work makes a big impression. There’s nothing like some carpet, a headliner and seats to make a car look like a car again.

At this point, you’re ready for one of the most motivating milestones of all, starting. When I finally finished plumbing and wiring the Rivet Queen, I couldn’t help but try to fire it up. The sound of that engine was enough to keep me smiling for days. A few days later, I even took it for a ride through the neighborhood, without any windows. Talk about a motivating experience! I’m not sure my neighbors would say the same.

Once the car is drivable, you really need to have discipline to finish. Make your milestones smaller, at this point. Some examples might be: fitting the lights and grill or installing the windows. Like building a house, after you’ve got the car on the road, the finishing work takes a lot more time to yield visual results. It is in this phase that 95% cars become 100% cars and this is where the difference between drivers and show cars takes place. A good tool to help you finish is a “punch list.” This is merely a check list of all the items that need to be complete. It is likely to be very long. So, in order to keep up your motivation, break it into chunks, like install the grommets in the left door. Then, you can have the satisfaction of completing another milestone.

Car projects can be frustrating or very satisfying. In many cases, the difference is how you play games with yourself. Making milestones is a way to avoid frustration, keep smiling and get that project done.



*Jack Stoll's handsome GTV poses at the spring tour*

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