

La Voce

June 2008

newsletter of the delaware valley alfa romeo owners club



Wonderful Winery Tour



By the time the last couple of shiny Alfa Romeos pulled in to Pat Carzo's driveway it was packed. Over a dozen Alfas showed up on that picture perfect Memorial Day Sunday to start the annual winery tour in southern Chester County. Smiles were on everyone's faces as they gathered around the cars which included: two Giuliettas (a Sprint and a Spider Veloce), two Giulias (a Normale and a Veloce), a Super, a 1750 Spider, a GTV, a GTV-6, a 2600 Spider and bunch of Alfa Spiders and close relative, a Fiat Spider. It was nice to see a few newer faces in the crowd of otherwise familiar ones.

As noon approached, Bob Brady herded the group together to hand out directions and go over the plans for the day. Then, after a quick group photo, the drivers fired up their cars and jockeyed for position.

It wasn't long into the tour that Bob's Google Maps directions began to raise suspicion. Jim Itin, who lives not far from the start raised an eyebrow when the instructions told him to make a right turn on to a road he'd never heard of. Bob, who was leading the parade solo, frantically tried to make sense of the route as he piloted the Sprint past unfamiliar street signs. (Continued on Page 5)

Mark Your Calendars!

June 8

**Italian Car Show -
Headhouse Square**

June 17

**DVAROC Dinner -
Casselli's, Roxborough**

July 15

**DVAROC Dinner -
Location TBD**

August 3

**DVAROC Summer
Picnic/Rally - Bucks Co.**

August 10

**New Hope Auto Show -
New Hope, PA**

Bob's Babblings

Summer's Here Well, summer's almost here. And if it's anything like the spring we've had, it should be fantastic. Since the last La Voce, we've had: another fun tech session at Falcones, dinner at Casselli's, some racing events to watch (and drive) in, a fantastic winery tour, and a swap meet. There has truly been something for everyone. I hope to keep it that way.

Summer Events I hope this La Voce reaches you in time, because Sunday, June 8th will be the **Headhouse Square Italian Car show**, in Philadelphia. For several years now, this event, organized by the local Fiat club, has been a delight. With great architecture, safe parking, live music and lots of good eating (and let's not forget scores of Italian cars) it has all the elements for a great afternoon among other Italian car enthusiasts. This year, it will be supporting the Alex's Lemonade Stand charity. I hope to see you there.

Next up is the **AROC National Convention** held in Chicago. While I can't make it, I hope that at least some of you take advantage of this once a year chance to meet and interact with Alfisti from around the nation. If you do go, please make sure to drop me a line and let me know how it was. I am always in need of La Voce material!

While it's not a DVAROC event, **La Belle Macchine** in the Poconos offers a tremendous opportunity to see some rare Italian alloy on the lawn and on the track. Ed Jones has gone to this show for several years and the photos he shows me from it always make me want to attend.

We'll be having **dinner at Casselli's** again in June. These low-key dinners are a great way to get to know other members of the club and enjoy some delicious food. Casselli's normally has a prix fixe menu on Tuesdays which is both reasonable and noteworthy. We've had to cancel some of these monthly dinners in the past due to a number of issues, so please make sure you let me know in advance if you're coming so I can keep you informed if plans have to change.

July will be a slow month for the DVAROC this year. Since we moved the winery tour to May and the picnic/rally to August, the only event we have planned right now is dinner. If you have any suggestions for a venue, please let me know.

If you're up for a road trip in July, you can always attend the **Pittsburgh Vintage Grand Prix** which now spans two weeks. I plan to be at the July 11-13 races with my GTV and I wouldn't be surprised to see some other hot shoe DVAROC members racing the following weekend. So, if you want to help crew or just cheer the scuderia on, make the trip.

In August, things pick up again. First, we'll be having our popular **Summer Picnic and Rally** the first weekend. To mix things up a bit, we've moved the venue to Bucks County. Jack Stoll has been working on an entertaining rally, so mark this event on your calendar now.

Bucks County will be the locale again the following Sunday as the club participates in the **New Hope Auto Show**. While I know there have been some complaints about the judging in the past, there isn't a competing show at that time and New Hope/Lambertville is a nice place to spend the afternoon. Besides, they are one of the few shows that allow just about any of our cars through the gate. Make sure you register in advance if you plan to go.

The summer finishes off with some great vintage race weekends at Lime Rock and Watkins Glen. Then, in September, there are some excellent car shows. Unfortunately this year, Radnor, Buckingham and Hagley are all on the same day. So, you'll have to make a decision. Radnor will certainly have the highest quality cars on display, but Buckingham will be more open to most of the cars in our club.

Whatever your interest, I hope to see you as the summer progresses!

Famous DVAROC Members While most of us have been washing our cars or taking drives, some amongst us have been making notes outside of our little Delaware Valley. **Jon Goodman** not only has been making his mark at VSCCA races but his SZ (photographed at Amelia

Island) made the latest edition of *Hemmings Sports and Exotic Car* magazine. I'm sure **Wicker Francis** will be in the news shortly, as well, as his SS was invited to show at the Greenwich Concours d'Elegance in June. We'll all be rooting for him.

Membership I just recently received from AROC a package of promotional cards to attract Alfa owners into our club. I'll bring them to events to hand out, but if you'd like me to mail some to you, please let me know. These are the perfect item to have on hand when you see an unfamiliar Alfa parked. You can slip one under the windshield or in the door. It's an easy and friendly way to reach out to Alfa owners who might not yet be in the club.

Miscellaneous Tidbits Did you know that Alfa Romeo is looking for a US manufacturing site to bring Alfas to these shores? This has been reported in a number of publications, including *BusinessWeek*. Let's keep our fingers crossed that with escalating fuel costs, they decide to bring some of their more interesting small cars here like the MiTo.

I was directed to a French Alfa website recently that is really worth mentioning. If you get a chance, point your browser to the following address: <http://alfa-classic-club.forumactif.com/> While it's almost entirely in French, the photos alone are worth the visit.

After the tech session in April I had a chance to visit the **New Jersey Motorsports Park** in Millville under construction. The one race course was already paved and we were able to drive it.... I'm sure I can now claim to have the first Alfa on that course. The inaugural races are set for July. It will be a great venue, virtually in our back yard!

Thanks There are a number of people who have helped us with events, newsletters and general support. In particular, I'd like to thank Vince Votto and Ruth Wolf for another super tech session, Pat Carzo for organizing the winery tour, Jack Stoll for his help organizing events and keeping my GTV on the track at Watkins Glen, Jon Klingerman for helping set up the monthly dinners, Charlie Crothers for helping with event organization and ideas, and Stephan dePenasse for his contributions to this La Voce.

Late La Voce I know, I didn't get out a newsletter before the winery tour and am just getting this to you before (hopefully) the Headhouse Square show. Things have been pretty hectic, but I know that's no excuse. I've also been in the midst of some creative doldrums. So, if you have photos, write-ups, reports, interesting items I can scan, or whatever, please donate them to the "keep La Voce going" cause. I greatly appreciate them!

Send me your Email! When events change at the last minute, I rely on email to get the word out. I know I don't have everyone on my distribution list. I try to respect everyone's email and make sure not to send out notes unless they are absolutely necessary. If you didn't receive a notice about dinner in March, you're probably not on the distribution list. So, please send your address to me at: rampbrady@verizon.net Thanks!

Summer is almost here, get out and drive! --bob

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

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Events Calendar:

* Indicates DVAROC Event

*June 8 – 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. There is pressure to turn this event into a generic old car event, so it is important to pack it this year with Italian cars! The event will run from about 11am until about 3pm. Show off your Alfa and enjoy the company. We typically go out to lunch together as a club and there is always entertainment. For more information, go to: <http://fludelaware.italiancarclub.com/Events.htm#Philadelphia> or contact Thad Kirk at 610-324-7085 or thadkirk@hotmail.com. Alternatively, you can contact Bob Brady at: 610-486-1132 or rampbrady@verizon.net

*June 17th – DVAROC Dinner – Casselli's – Roxborough, PA

Come join us for some great Italian food and lively conversation. Dinner will start at 7pm. Please try to be there promptly, or even a little early. 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

June 15-17 AROC National Convention - Chicago, IL I don't know if anyone is planning on attending, but if you do, please let me know how it was and send some photos to your friendly neighborhood La Voce editor

June 20-23 – Le Belle Machinne D'Italia – Skytop, PA This three day event in the Poconos continues to improve each year. It 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 for more information and registration.

July 6 – 19 Pittsburgh Vintage Grand Prix Festival – Pittsburgh, PA This festival now encompasses two solid weeks of events. The two highlight events are the vintage races. The first round is from July 11th through 13th at BeaveRun race track, which is near Pittsburgh. I know of at least one Alfa GTV that will be racing there, so come join the fun. The races at Schenley Park, in Pittsburgh proper, will be on July 19-20th. For more information, see: www.pittsburghvintagegrandprix.com/

June 11-13 – Fiat Convention – Pocono Manor, PA This is the big national convention that the Fiat guys hold each year. They have cordially invited the local Alfisti to join them for a great weekend. For more information, see: <http://www.flu.org/>

*July 15th – DVAROC Monthly Dinner – Location TBD

We haven't locked down a location for this dinner event yet, but with the summer in full swing, we'll try to find someplace outside. If you have any suggestions, please contact Bob Brady at (610)486-1132 or rampbrady@verizon.net

August 1-3 – Das Awkscht Fescht – Macungie, PA I've never been to this show, but it always looked like a lot of fun. Join the Fiat club there on Sunday. For more information, see: www.awkscht.com

*August 3rd – Summer Picnic and Rally – Lake Nockamixon Park, PA

For our sixth annual summer picnic and rally, we're going to switch things up a bit and try some summer driving in Bucks County. We'll meet at the Marina Visitor Center at Lake Nockamixon State Park at 10am. To get there take either route 313 or 611 to route 563. The turn off to the marina is located on 563. At that point, follow the AROC signs to the meeting point. Just like in years past, each participant will drive the course and be timed. The course is about a 20 minute drive and will take you through scenic countryside. The winner of the rally will be the driver who most closely matches the target time, based on driving exactly the speed limit for each leg of the course. The coveted DVAROC Driver's Trophy will be awarded to the lucky winner. Lunch (hoagies and chips) and drinks will be available for less than \$10/person. Please RSVP Bob Brady at (610)486-1132 or rampbrady@verizon.net by August 2nd so we know what food to order and how many directions to make.

***August 10th – New Hope Auto Show – New Hope, PA** Alfa Romeos always make a great showing at New Hope. Enjoy a day with fellow Alfisti and take a walk through New Hope and enjoy its many attractions. The show is August 9th and 10th, but Alfas will be featured in the FX category on Sunday. Pre-registration is required by **July 31st** and the field is limited in size, so register early. To register, go to: <http://www.newhopeautoshow.com/> Contact Bob Brady at (610)486-1132 or rampbrady@verizon.net for more information.

August 7-10 – SVRA Vintage Races –New Jersey Motorsports Park, NJ This will be one of the first events at the newly constructed New Jersey Motorsports Park in Millville, NJ. The SVRA always puts on a great show. For more information, see: <http://www.njmp.com/> or www.svra.com

August 29-1 – Vintage Racing Festival – Lime Rock, CT Finish off the summer in style by making a pilgrimage to some of the east coast's most hallowed racing ground. Remember, on Sunday they can't race but have a wonderful car show on the track. For more information, see: www.limerock.com/

Other Events???

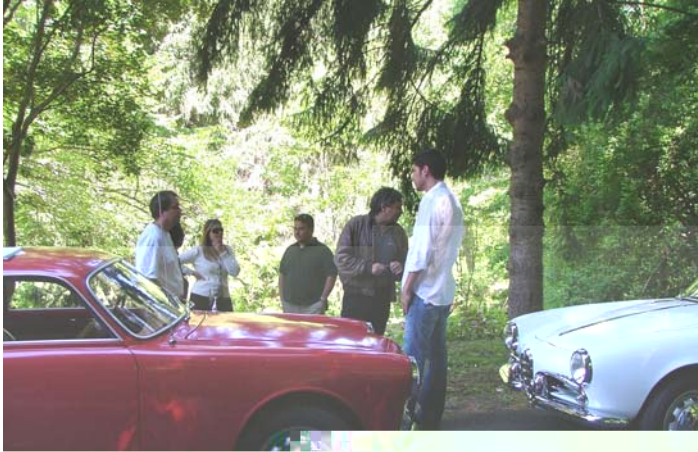
If you have a particular interest, know of an event that might interest other Alfisti, or just want to get involved, please contact Bob Brady at: 610-486-1132 or rampbrady@verizon.net

On the Road

DVAROC Winery Tour

(con't from Front Page)

Switching to instinct, he turned left and right on a course which was scenic but clearly not planned. That worked well, for a while, until the convoy became split at an intersection. While Alan Aptner called ahead to inform the leader of the situation, it was too late. By the time Bob was able to find a place to pull over, there were only about half as many cars behind as had started. Knowing that Jack Stoll was bringing up the rear, Bob pressed on towards the first destination, Kreutz Creek Vineyards.



A group awaits the tour start between two Giuettas.... Little did they know what was in store for them....



The parade of Alfis enjoys its first ~~detour~~, "photo opportunity"

The train of Alfis (and a Fiat) continued to snake its way past lush forests and bubbling brooks. Bob checked the directions from time to time, hoping to find a familiar road, which he did, sometimes. At this point, it might have made more sense to abandon the directions altogether, except for the fact that the fearless leader had no real idea where Kreutz Creek actually was. Nevertheless, those following didn't know that, until Bob pulled over into a construction site to figure out where he was, and

where he was supposed to be going. He shrewdly didn't let on that the stop wasn't planned, and pretended to take photos of the parade as they followed him into the cul-de-sac. A few moments later, it was back on the road.

Bob knew he was in trouble when he noticed that he'd been driving for five miles or more, on a road that Google said should be only be two. About that time, he led the band of Alfisti past Paradox Vineyards causing more than one of them to question their leader's sense of direction. Fortunately, Bob brought a map with him. Even more fortunately, Kreutz Creek Vineyards was on the map. Unfortunately, it was about seven miles in the opposite direction!

The gig was up when the lead Sprint pulled into the Kemblesville Post Office parking lot. With a confident smile, Bob informed the thirsty bunch that they were just a few miles away from their destination. "Wasn't the scenery lovely?" he remarked. With that, the train made a u-turn in formation and headed back, the right direction.

The pace was picking up, by this time, and the required left turn came up quickly. Before he made the quick right, Bob made sure the herd was still together. It was just a couple of miles on a single road, at this point. What could go wrong?

When the wayward convoy pulled into the vineyard drive, they were greeted by the "lost" group of Alfis. As it turned out, GPS proved itself to be the technology of choice; so much for Google Maps. Bob parked and directed the gang on to the lawn for parking. He counted, "one little, two little....seven little Alfis. **Seven!** There should be nine?!?!?" With relief, he saw Bill Conway's GTV-6 pull in, but that made only eight. After a few more nervous minutes, Joe Pargola's red Spider peaked over the hill. He had gotten separated at an earlier intersection, but was able to find his way with.... (you guessed it)... GPS!



Pat Carzo, Dave West, Charlie Crothers and the rest of the GPS crowd wonder what took the "lead group" so long

If the "chateau" at Kreutz Creek wasn't surrounded by vineyards, you would have sworn you were in the wrong place. Its diminutive "four bedroom Colonial" appearance belied the wine making operation that lurked below. Once inside, the parched but relieved tourists were treated to a variety of interesting tastes in the cool cellar, and as many pretzel sticks as they could eat. (Continued on Next Page)

Winery Tour (con't from Previous Page)

While the wine certainly wasn't ready for the Wine Spectator's Best Buy list, it sure hit the spot after the exciting ride.

When the time had come to make way for the next winery, the group thinned a little. Bob reassured those remaining that the next leg of the tour would be much less complicated, despite not being able to provide an exact address for the GPSers to lock in on. After a little more discussion, it was decided to crumple up the directions altogether and just make a bee line for it. Of course, being Southern Chester County, the bee line looked more like a mosquito line. Regardless, with calmed nerves and renewed confidence, the Alfas lined up behind the lead Sprint for another venture through the countryside.



Greg Shpunjin and the rest of the lost Alfas pulls in to Kreutz Creek

Doing his best to keep the necklace of Italian jewels together, still ten strong, Bob paused at each intersection and counted in his mirror. This worked well until they hit West Grove, with its red lights and traffic. Keeping his fingers crossed that everyone made it through successfully, Bob pressed on. Then, his cell phone erupted. Alan Aptner was on the other line and told him that one of Jim Itin's new Goodrich tires had just gone flat! Assuring Alan that he had a spare and that he was fine, Jim directed the rest of the crew not to wait for him. So, the tour continued on its journey. By this point, however, the group had split into two again. The lead group had only about six cars left and was still following the Sprint. The rear group was back on GPS.

Everything was going fine. The lush fields, stone barns and twisty roads made the drive a pleasure. Bob knew exactly where he was going and didn't need to look at directions or maps. Then, as his Sprint crested a rise, he saw a sign directing him right, to stay on the route he was following. The forty year old Italian thoroughbred negotiated the quick turn with aplomb. Frank Taormina did likewise in his 2600. Another red Spider made the turn, followed closely by Wicker Francis' Giulietta. At this point, they were all stopped, watching behind to make sure the others following didn't miss the turn. Then, zoom, zoom, two Alfa Spiders zipped **straight** by the intersection. Before Bob could decide what to do next, Wicker had already turned his

Spider around and was going Veloce after the wayward Alfas. A few seconds later, Bob thought it prudent to follow Wicker and directed the red Spiders in tow to sit tight and wait for his return.

The orange Sprint with the Harley exhaust and zip-tied on generator made a wake of twin cam turbulence as it screamed down the narrow two lane farm roads. Its twenty year old Michelin XXX's clawed at the asphalt for grip while the Bertone body's door handles nearly scraped the tarmac pulling lateral g's not experienced in decades. Despite his total disregard for speed limits and lack of respect for machinery that was older than him self, Bob never caught as much as a glimpse of the glistening chrome from Wicker's Veloce, let alone, any sight of the errant Spiders which initiated the chase. So, when the road he was following came to a T, he decided to abandon the hunt and return to the two remaining cars he left waiting.

Now, with only three Alfas to keep together, Bob continued towards Unionville and Stargazers Winery. Frustrated he lost the flock, he kept a spirited pace while making sure the cars behind never left sight of his aging mirror. Then the phone went wild again. Wicker was on the line. He found the other cars and was also on his way to Unionville, where they would regroup. Then, another call came through. The original plans for pizza at Stargazers were in jeopardy as all the pizza shops were closed. Then, still unfinished with that call, Tony LaBella was calling for directions to the winery from Kennett Square. Luckily, at this point, Bob was able to stop in Unionville and get directions and lunch sorted out, sort of. Just when he finished with Tony, three lost Spiders pulled up. Still with no plan for food, Bob led the reunited Alfisti back on the road for the last leg of the "tour."

It was with great relief that the Alfas pulled into the Stargazers Vineyard. Apparently, that wasn't the case for the owner, as she was frantically setting up tables and chairs for our unexpectedly large and thirsty group. As the Alfisti helped her get ready, the GPS crew pulled in making two lovely rows of beautiful Alfa Romeos on the vine covered hills. A short while later, Bob's son rode up on his bicycle, reminding him that he needed to be in Kennett Square, in the not too distant future. Still without a plan for food, Bob turned to Pat Carzo who graciously accepted the task of getting everyone fed. In the end, they decided to head for Kennett Square, once the "Mushroom Capital of the World" for some fresh mushroom soup and a tasty dinner.



Alfas grace the hills of Stargazers Vineyard

The winery tour was certainly not without its excitement this year. Despite that, or perhaps because of it, everyone appeared to have a great time as measured by their smiles and laughs. The sunny day and cool springtime air were magnificent for a top-down drive past greening trees, flowering meadows and stately equestrian estates. Many thanks go out to Pat Carzo for organizing the event as well as the Kreutz Creek and Stargazers vineyards for their hospitality.

In the Shop

DVAROC Tech Session

With springtime and then summer just around the corner, April was the perfect time to start thinking about getting our Alfas out of hibernation. To that end, Vince Votto and Ruth Wolf invited us to Nick Falcone Enterprises for a morning of coffee, donuts and all things Alfa.

For a few hours, Vince fielded questions from the animated group about everything from how to keep brake dust from forming on alloy wheels (olive oil was suggested) to the merits and perils of silicone brake fluid (olive oil was discouraged).

In addition to the great education we received, we had the opportunity to check out some well prepared race cars to see how the pros do it. Vince and Ruth's GTV racecar was on display as was Jon Goodman's Giulietta Spider Veloce vintage racer. Also interesting was the Lamborghini Espada there undergoing repairs. Those six Webers looked like a lot of fun to synchronize! Like many Italian cars of that era, it shared some bits with our Alfas, like the Bertone badges it wore.

On behalf of the entire DVAROC community, I want to thank Vince and Ruth for another great event! We really appreciate them.



Greg Shpungin, Bill Conway and Jon Goodman gather around Bill's Sprint Veloce



Henry Wessells explains the development of Alfa rear suspensions as Jon Klingerman, Jack Stoll, Vince Votto and Jon Goodman ponder its significance



Vince explains why you can not mix silicone brake fluid with petroleum based fluid to Charlie Crothers



Jon Goodman's Giulietta lurks in the background



Young Alfisti and not so young, new members and old members, everyone learns something at a Falcone's tech session

On the Track

Local Alfas in Action

Bob Brady

GTVs at Watkins Glen Thanks to Jack Stoll who agreed to help crew for me, I finally got the blue GTV on the track to shake it down in April. The event was a COMSCC time trial at Watkins Glen. By all measures, it was a success, at least mostly.

My goal was to give the untested car a workout before taking it to driver's school with the Vintage Racers Group in New Hampshire, in May. Well, the GTV certainly got tested and along the way managed to reveal a couple of weak points. First, after pulling in from one session, Jack and I noticed a little drip near the radiator. Sure enough, it was leaking ever so slightly from one of the coils. Despite that, it didn't run hotter than other GTVs I'd driven at the Glen, though that's not saying much. Because it is such a long track and the little twin cam mill is giving its all, after a few hot laps, coolant tends to inch near 210F and oil nearly 240F. My garage-mate's GTV, on the other hand, never budged above 180F. So, I knew when I got home, I'd be visiting the radiator shop.

While getting ready for another session, we went to fire up the car and it just wouldn't catch. Jack and I hustled to check the basics. Fuel flow was verified, the carb bowls were filling but it still wouldn't fire. Then, we checked for spark and found none. Immediately, I knew what the problem was and started dismantling the Marelliplex to get at the ignition module, a piece of electronics shared with GM HEI ignitions from the 70's and 80's. Of course, I had a spare and after installing it, the car fired right up. By that time, though, the session had ended.

The last little issue I had at the Glen was on the second day. I had just passed a Miata on the front straight when I heard what sounded like an explosion in the rear of my car. I immediately let off the gas and coasted to the runoff area of turn 1. There, I checked all my gages and looked around for obvious damage. Everything looked fine. Then, I put the car in reverse to get behind the tire wall. As soon as I let the clutch out, the thunk thunk of an unhappy driveshaft told me I was done for the day. After I enjoyed watching the other cars in my group take various lines through that turn, I got a tow in, back to the pits. What I first thought was a donut failure turned out to be a disintegrated u-joint. And with that, we were done. On the bright side, I had a chance to share a garage with and catch up to an old friend and fellow GTV racer, Stephan dePenasse.

Back in 2000, Stephan, Bill Shields, Eliot Shanabrook and myself each brought our GTVs to the Glen for a COMSCC time trial. While we haven't managed to get all four cars together since, getting together with Stephan was at least a start.

Stephan has been racing his box stock GTV with COM for many years now. He is quite an accomplished driver and also instructs for them. When my GTV was done for the weekend, he graciously invited me to drive his car instead. Not trusting myself with that responsibility, I opted instead to be his passenger. I must say it is quite a thrill being in the seat without the steering wheel, particularly in a stock GTV that has way more body roll than mine!

VRG at NHMS A couple of weeks after the Glen, with some repairs completed, I was off to New Hampshire Motorsports Complex (formerly known as New Hampshire International Speedway) for driver school and vintage racing.

Part of the treat of going to NHMS was catching up with some friends and fellow racers whom I hadn't seen in years. While Stephan was there with his GTV, he was there as a spectator. Eliot Shanabrook, on the other hand, had his killer blue GTV on the track, mopping up all the competition except for a '69 911 that was driven blindingly fast, on treaded tires, no less, a '67 Camaro and a vintage Mustang. I did my best not to be lapped by him but failed in every race.

Next to Eliot in the garages was Mike Lawton and Nick Fonte. Mike owns a couple of vintage Alfa race cars including a Giulietta Spider and a former ITB Spider. The ITB Spider was suffering from a cracked piston and head gasket woes, so it never saw action. So, Mike shared the Giulietta with Nick in different run groups. I had the pleasure of being behind Nick during one race and despite my best efforts and additional displacement, could not get past him. A couple of times he had the Giulietta completely sideways but always pulled it out before I could get by. I really wish I had an in car video of that race!



Jack Stoll checks the tire pressures on the GTV prior to taking to the tarmac



Stephan dePenasse of the NEAROC poses with his essentially stock GTV next to Bob Brady and his GTV track car. Stephan instructs for the COMSCC and has been known to give thrill rides in his Alfa on the track when fellow GTV owners break their cars.



Mike Lawton's Spiders. Nick Fonte shows Matt Brady his helmet



The Brady GTV in front of the NEAROC Alfa Garage at NHMS. The Alfas were great crowd pleasers amongst the many British and German sports cars. There was a fair bit of American iron there, as well, including a couple of Shelbys, a Camaro Trans Am clone which was next to me in the garage. Next time, I *must* bring earplugs. In addition to the sports cars, there was an entire class of vintage formula cars, mostly formula Fords.



Mike Lawton easily out paces the MGAs in the group



The Brady GTV in action going through the front chicane at NHMS. Note the twenties vintage sprint car behind. This too was his inaugural vintage race. Despite its age and bicycle sized tires, it was very fast... on the straights. Braking ability was amazing given that it had hand-operated mechanical brakes! And... boy was it loud!



Mike Lawton's Giulietta gets a new set of tires after Nick Fonte found the cord on the last set.



Bob Brady sneaks inside a Datsun 510 to gain position. The fastest way around this turn was to ignore the curbs, and cones, and drive right over them, taking an inside line. The Datsun, while faster in the straights, kept over-cooking this turn and gave me ample opportunity to pass.



Like the Datsun 510, this Sunbeam Tiger could easily walk my underpowered GTV in the straights. In the turns, however, I was all over him. In one race, I tried, lap after lap, to get by him in the turns only to have him close the door before I could get past. Twice I almost made it when he got the car very sideways, but I had to brake both times in order to keep from sharing paint. Vintage racing is all about **not** making contact, but the racing is no less fierce.



Jon Goodman is also a DVAROC member who spends his spare time on the track. Here, he poses with his head mechanic, Vince Votto in the garages at Pocono during the VSCCA event there in April.



Here is Jon Goodman in his Giulietta Spider Veloce in action at Pocono's north course with the VSCCA. A couple of people from the DVAROC made it to the event to cheer him on.

Classifieds:

1989 Spider Veloce Convertible, Black. 5 New tires. Top is 4 years old, plastic pushed in needs stitching. New battery. Alternator not charging. Odometer not working 77,000 mile showing, my guess is 90,000 +/- . Currently insured with Grundy. Tagged in Delaware, expired. Asking \$5,000.00. If I fix the plastic window and alternator, I would want \$4500.00. If not I'll accept \$4000.00 without repairs. Contact Al Schmidt: 302-239-9660 or diinc1974@yahoo.com.

1976 GTV 24K miles, all original, \$15,500, Bill Conway, 973-839-9239 bilconway@comcast.net

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 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 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 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

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 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 gdemenna@comcast.net

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 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

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

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

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

April	May	June
5 Tech Session – Nick Falcone Ent. – Bala Cynwyd, PA 8 Monthly Dinner – Casselli’s – Roxborough, PA 12-13 VSCCA @ Pocono 27 Raduno Primavera Tour, Show and Lunch – Washington, D.C.	3-4 Hershey Hillclimb 4 Artistry in Motion – Lancaster 16-17 Carlisle Import/Kit Car Show 17 Ragtops and Roadsters Open House – Perkasio, PA 20 Monthly Dinner – Casselli’s Roxborough, PA 25 Winery Tour – Chester County	1 Tri Chapter Swap Meet – York, PA 8 Italian Car Show – Headhouse Square, Philadelphia 15-17 AROC National Convention – Chicago, IL 17 Monthly Dinner – Casselli’s – Roxborough, PA 20-23 Le Belle Macchine - Pocono
July	August	September
15 Monthly Dinner – Casselli’s – Roxborough, PA 18-20 Pittsburgh Vintage Grand Prix – Pittsburgh	1-3 Das Awksfest – Macungie, PA 3 DVAROC Summer Picnic/Rally – Lake Nockamixon Park, PA 7-10 SVRA Vintage Races – Millville, NJ 9- 10 New Hope Auto Show, New Hope, PA 29-1 Rolex Vintage Festival – Lime Rock, CT	4-7 Zippo Vintage Grand Prix – Watkins Glen, NY 14 100 Cars at Radnor 14 Buckingham Concours d’Elegance, Buckingham, PA 14 Hagley Car Show, Wilmington, DE 16 Monthly Dinner – Location TBD 19-21 VRG Vintage Races – Millville



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

First Class Mail