



# La Voce

September 2002

newsletter of the delaware valley alfa romeo owners club

## An Alfa Romeo Summer



Whether you enjoy driving your Alfa or showing it, the summer of 2002 will be remembered for its great events, the tour to the Concours d'Elegance of the Eastern United States, the July Picnic and Rally and the New Hope Auto Show in August. In addition, some were fortunate to get some track time at Watkins Glen and an overdose of vintage racing at Lime Rock. Each event had its unique qualities, making this summer a wonderful mélange.

**Concours d'Elegance of the Eastern US** In June, the DVAROC made its annual pilgrimage to Lehigh University for some education of the automotive variety. This year the featured mark was Cadillac. Although that meant the show was dominated by that marque, there were many other interesting vehicles to view, including some lovely Ferraris, a purposeful OSCA, and a Boano-bodied Lincoln that had elements of a Sprint Speciale.



*A Sprint Speciale rescued from Boyd Coddington's custom shop? No, it's a Boano-bodied Lincoln.*

**July Picnic and Rally** Normally, July is a month without a DVAROC event. This year, however, the events committee decided to fill that gap with a first annual picnic and rally.

In the early hours of Sunday, July 21, the normally peaceful woods of Ridley Creek State Park were infused with the sound of Italian twin cam engines (as well as an SOHC). From a pair of Giuliettas to a 164, the parking lot was filled with all manner of Alfas (see photo above). The usual cast of characters included Charlie Crothers, Bill Conway, Arthur Jones and Mary Nomesos. In addition, some less seen faces made a showing. Ed Jones brought his pretty Duetto, all the way from Stroudsburg. Jim Itin drove his lovely Giulietta Spider Veloce up from Delaware. Quinn DeMenna and his dog arrived in style in his handsome Alfetta Sprint Veloce. John Gallagher and his wife took advantage of the sun and drove their Spider. Finally, member-to-be, Joe Ciro carried his family in luxury and style in his 164S. Once the larger than anticipated crowd finished with their pleasantries, Bob Brady gathered them together for the pre-rally meeting. (Continued on Page 4)

### Mark Your Calendars!

**October 6 – Fall Picnic @ Brookside Farm, Paoli, Pa.**

**Oct/Nov? - Bucks County Fall Tour**

## Bob's Babblings

Bob Brady

**Summer** I can't believe it's September. I'm not even ready for the summer to begin, let alone for it to be over. While I didn't get many of the things done (or started) over the summer, I did manage to do quite a bit. The DVAROC and myself had a pretty full schedule this year. For me, some track time at Watkins Glen and our July Picnic/Rally were the highlights. I hope you finished your summer with as many good memories as I did.

**Fall** Autumn is my favorite season. I love the climate, the foliage, the smells. It is also great driving weather. Please, if you haven't driven your Alfa in a while, take this opportunity before winter sets in. Fall is also the season for our annual picnic. Once again, we'll be visiting the Wessells' farm. This year, we moved the picnic up a week due to some conflicts with some other, non-Alfa, events. I hope it doesn't inconvenience you. I hope you can make it. This year we hope to have two 1900s.

In addition to the picnic, we'll be having a fall tour. New member, Jason Urban is organizing this for us. It will happen at the end of October or the beginning of November. If you are interested, please let me know and I will make sure we get the details to you when they are firmed up.

**Elections** In addition to ogling over the cars and enjoying the scenery, we'll be holding elections at the picnic. We need your help. We have an events committee that could use some help. The time commitment is very minimal, an hour a month? Please consider it. Also, if you've visited our website lately, you'll notice that it's getting a bit stale. Since last September, our current webmaster has been in overdrive with work. That's not looking like it will subside any time soon. So, if you can help us with the web site maintenance, please consider that, as well. While we will hold elections at the picnic, you need not be present to volunteer to help out. Give me a call, send me an email.

**No New Alfas** Once again, Alfa Romeo has announced a delay in their return to the US. This time, they're saying they'll return in 2007. I'm not holding my breath. On the positive side, it seems like the market for nice, well-kept Alfas is moving up. While this is not good news if you plan to buy one, it is good news for the preservation of the cars. As long as they hold their value, people will take care of them and not be afraid to maintain them. Do your part, drive your Alfa - bob

## Classifieds:

**1964 Giulia Sprint Speciale** Restoration needs to be completed. Solid body, in primer. 95% of chrome redone. \$10,000 obo, Jeff Kollar, 610-746-0317

**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

**1988 Milano Verde Parts:** Parting out '88 Verde. Engine, front Recaros and window switches gone. Many good parts left incl:

doors, hood, trunklid, flares/skirts, spoiler, etc [Dan Scolaro](mailto:Dan.Scolaro@215-782-1478), 215-782-1478

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

**1976 Alfa Spider:** Restoration in progress. Engine and transmission rebuilt, seats upholstered, body work completed, ready for final paint, parts rechromed, new windshield. Over \$8,000. invested; asking \$6,000. Call 610-933-7171 or E-Mail: [whiteleila@msn.com](mailto:whiteleila@msn.com).

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

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

**Parts:** 5/8" rear sway bar for 105/115 - \$144 from IAP, \$95 from me. 105/115 radiator w/small leak - make offer. Mark 610-989-0199

**Free:** Duetto/Spider Hardtop to a good home. Contact Bob Brady at 610-925-1837.

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

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

[Bill.Conway@neclease.com](mailto:Bill.Conway@neclease.com)

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

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Classified ads are free to DVAROC members.

The DVAROC web address is at: [www.dvaroc.org](http://www.dvaroc.org)

Send web classifieds to: [classifieds@dvaroc.org](mailto:classifieds@dvaroc.org)

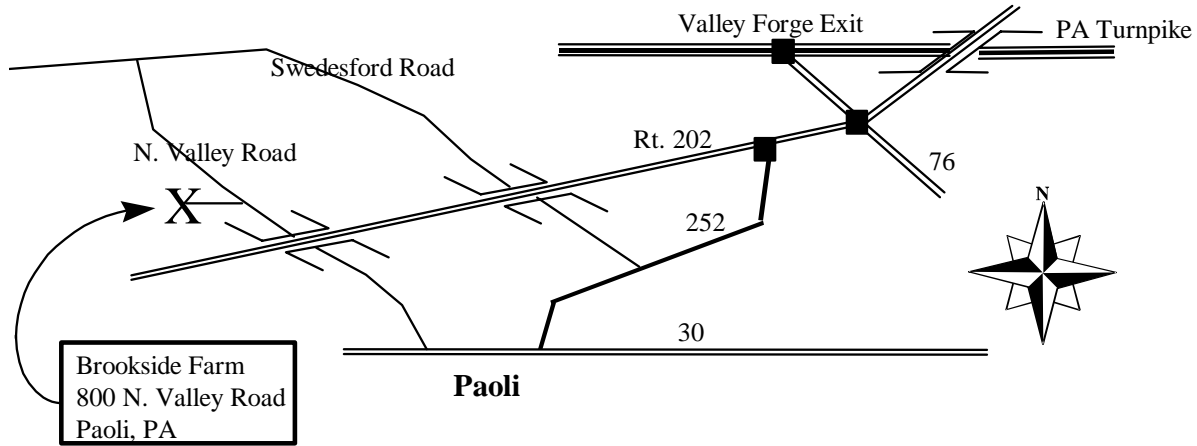
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# Events Calendar: \* Indicates DVAROC Event

## \*October 6 -DVAROC Fall Picnic - Brookside Farm - Paoli, Pa

Fall is picnic time for the Delaware Valley Alfisti and their friends. 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 at 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: Ham and Cheese, Chicken Salad, Curried Chicken Salad, or Roast Beef 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. Please **RSVP by October 4** and place your lunch orders with Bob Brady at: (610)925-1837 or [bbrady@rodel.com](mailto:bbrady@rodel.com). Don't miss this great event! See directions below:



### From the PA Turnpike:

Take Exit 24, Valley Forge. Go South on 76. Exit onto 202 South towards West Chester (not towards King of Prussia). 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 1/2 mile on the right. If you get to another underpass, you went too far.

### From Route 30:

Drive to Paoli. In Paoli, turn on to N. Valley Road (the Paoli train station is on this road). Follow N. Valley Road North. Drive through an underpass. 800 N. Valley Road is about 200 yards from the underpass, on the left.

## October 18-19 – VSCCA Fall Finale – Lime Rock, CT

Watch vintage Alfas, Bugattis and others at this beautiful track, in the midst of the most colorful time of the year.

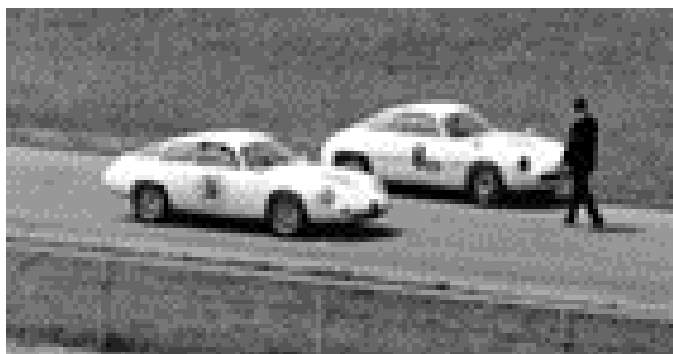
## \*October/November TBD – Bucks County Fall Tour

Jason Urban is preparing a fall tour for us. The date has yet to be determined, but it will likely be late October/early November. If you are interested, contact Bob Brady for dates and directions at: 610-925-1837 or

[mpbrady@bellatlantic.net](mailto:mpbrady@bellatlantic.net)

### Other Events???

If you have a particular interest, know of an event that might interest other Alfisti, or just want to get involved, please contact Bob Brady at: 610-925-1837 or [mpbrady@bellatlantic.net](mailto:mpbrady@bellatlantic.net)



*Before and after at Virginia International Speedway: Alfa SZs take to the grid in a 1967 SCCA National Race. Later, an SZ takes a dive! See more at:*

*<http://dega.cs.unc.edu/~nick/new/vir.html>*



## July Picnic and Rally (from front page)

The format for the event consisted of driving a pre-determined course, twice, before and after lunch. The object of the rally was to match the elapsed driving time from one run to the other, a deceptively simple task. To make the competition a bit more interesting, the course was run in reverse in the afternoon.

It quickly became apparent to those who arrived alone that a navigator would be a welcome addition. So, Quinn DeMenna relegated man's best friend to the rear and enlisted nine year old Matthew Brady to give direction. Charlie Crothers opted for looks instead of reading skills and chose Emilie Brady to navigate, a choice that would haunt him. With the supply of navigators used up, Jim Itin drove solo.

Timekeeper Bob Brady recorded the start time of each team as they did their best impression of a traditional Le Mans start, running to their cars.

The 18.2 mile course snaked the participants through some beautiful countryside and woods, in and around Ridley Creek State Park. Driving the course within reason of posted speed limits should have taken about 35 minutes. That was the benchmark for a Subaru wagon. Oddly, the course proved a bit more challenging for the Alfas.

Forty minutes after the first group took to the course, it became apparent that the rally was testing the metal of even the most seasoned drivers. Though he was the fourth car off, Joe Ciro made it back first in his 164, with a respectable time of 37 minutes. A few minutes later, the DeMenna/Brady team pulled in with smiles blazing. After another lull, Jim Itin motored in, followed closely by Bill Conway's Alfetta Sports Sedan. Ed Jones made it back next. Finally, after another long lull, the Gallaghers returned, followed shortly after by the final car of Charlie Crothers, which posted an elapsed time of 57 minutes. Although Charlie's drive was not the longest, it may have been the most entertaining. Shortly into the course, he realized that his seven-year-old navigator was giving directions by dead reckoning, a particularly remarkable feat, as she had never driven the course!

Once everyone returned, it was time for a lunch of Italian (what else?) hoagies in the cool shade. Perhaps it was the full bellies, or maybe it was the tough going in the morning, but more than a few forwent their chance at winning the prestigious DVAROC Rally trophy and opted out of the afternoon run. The die-hards however, jumped at the chance to repeat the course, in reverse.

Once again, our intrepid pilots and navigators ran to their cars as the timekeeper recorded their start times. One would have expected the increased afternoon traffic and the confusion of driving the course in reverse to yield even longer times than the first run, but that was not the case. Nearly everyone finished the second run faster than the first. In the end, it was Joe Ciro in his 164 that posted the most consistent time, just two minutes, twenty-one seconds difference between the morning and afternoon runs! He graciously accepted the award, and autographed it for posterity. And thus ended a wonderful Sunday afternoon in the park. We will surely make this an annual event.



Joe Ciro accepts the DVAROC Rally trophy from Bob Brady



Arthur and Mary, Quinn (standing) and others relax between drives on the course at Ridley Creek State Park.

**A Rare Sunny Newhope Auto Show** With the hot humid days of August comes the Newhope Auto Show. For the last few years, rain has been a tradition at this cordial event. This year, however, the day was beautiful.

Alfa Romeos typically make a strong showing at this event. Over twenty five made the field this year, including some less seen ones. The star of the Alfa field, if not the entire show, was Scott Klion's elegant 1900 CSS. Another interesting Alfa was a lovely, dark blue 2600 Spider with Borrani wire wheels. Jeff Kollar brought his very well done black and red Giulia Spider ab-Normales. Jason Urban took a break from the Austin Healy folks and showed his hot-rod'd '60 Sprint. Jim Itin brought his beautiful, original Giulia Sprint. Quinn DeMenna displayed the only Alfetta GTV. Charlie Crothers took advantage of the sun by driving his Giulia Spider. Ed Jones did the same with his Duetto. Bill Conway tacked a few more miles on his extra-original GTV-6. Those were just a few of the very strong field.

(Continued on Next Page)

## Newhope Auto Show (from previous page)

Enrico Ciabattini, president of the NJAROC organized the judging and awards. Jim Itin, Bob Brady and his children helped scrutinize the spiders, while Charlie Crothers and others focused on the sedans. Bob's kids were brutal in their assessments. Matthew focused on originality, taking points off for polished brass radiators, incorrectly sized tires, and aftermarket exhausts. Emilie focused on the condition of the cars, pointing out scratches, cracked paint and dirty engine bays to the judges... and the owners (ouch!). Fortunately, Newhope is no Pebble Beach and everyone recognized that the event is more about fun and camaraderie than it is about awards. That is part of its charm. Unfortunately, the DVAROC photographer, who moonlights as president and newsletter editor, damaged his film and had no photos to publish.

Hopefully, this year's sun will become a tradition. But, rain or shine, we'll be back again in force next year.



*Scott Klion's 1900 CSS that was shown at Newhope. This photo is from the Amelia Island Concours d'Elegance.*

## On The Road...while Always Looking for Another Lime Rock Vintage Festival

*Bob Brady*

My next car, I've concluded, is going to be a GTV-6. There really aren't any alternatives. It's now just a matter of time.

I've continued to drive the HMS Chevy Suburban to and from work every day. My 36 mile round trip commute consumes three gallons of gas. Yes, it can easily swallow up sheets of plywood, tow a race car, or carry eight people. Yes, it has its purpose. Transporting one person back and forth to work through winding roads each day, however, is not its forte. Its air conditioning also doesn't work, which has made the August commute particularly painful. Finally, I plan to do some much needed body work on it during September, which will take it off the road for a while. So, it's time to get serious about finding a decent, everyday car.

It seems like every La Voce I write contains at least one article about my saga to find a decent car. That's probably because there appear to be precious few vehicles which meet my criteria.

While I'd love to drive a two-seat convertible, I frequently need to carry my two little darlings along, which necessitates a rear seat. So, that's the first requirement: Seating for four.

In twenty years of car ownership, I have probably only had three years in which I've had a car with working air conditioning. In the past, I would have poo-pooed this as a completely unnecessary frivolity. As I've become more seasoned, however, I've come to the conclusion that this is no longer an option. Requirement #2: the car must have working air conditioning.

In another sign of my maturity, I've come to the conclusion that a cool engine sound is no substitute for a good stereo. I know this is heresy, but even the lovely symphony from my Alfa twin cams is not enough to satisfy me anymore. I come to terms with this. I'm no longer ashamed to say that my third requirement is that the car has a pleasing stereo.

The fourth requirement is an acknowledgement of my current life situation and a realization that while working on hobby cars is lots of fun, putting your car together on Sunday night in order to get to work the next day is no fun at all. So, thank you very much, project cars need not apply. I've got three, or four, or five, depending on how you count. So, Requirement #4 is that the car can't need any work. Yes, that's right, **any** work. This means cars with ripped seats, spots of rust, dents or "minor TLC" don't make the cut.

At this point, you might think a new car is the perfect solution. While that would certainly be true, my next requirement more or less eliminates any new cars from consideration.

Requirement #5: I want to spend \$5000. Okay, I agree that might be a bit unreasonable. So, I'll go as high as \$10,000. I've even considered going higher, but I'm not ready to take that leap yet. Spending more than \$5000 is already breaking with tradition.

Since I was 16 years old, I've owned about seventeen cars that I can call mine (I've fallen a bit behind on the goal of one car per year). The two cars I've owned with my wife don't count. Those are hers. Of the lot, only three got me to fork over more than \$4000. I think the current top purchase price is \$4600. Now I will freely admit that I've soaked far more than \$5K into a couple of those beauties, but that doesn't count. So, with that history, I figure that doubling my previous purchase price record should surely allow me to buy a fun, reliable, interesting car with four seats, manual transmission, air conditioning, a good stereo and requiring no immediate work. Did you notice how I snuck in Requirements #6, #7 and #8?

**Wait! Wasn't this an article about the Lime Rock Vintage Festival????** Yes, we're getting to that. Please be patient.

I quickly found out that finding a car meeting my requirements was no easy feat. I looked at BMWs, which for the most part don't meet the cost criteria. The ones that do, have mileage well in excess of 100K. Furthermore, I still have a mental block about owning a BMW. 911s fit the bill nicely, but rarely drop below \$15K. And, the ones that do are pretty scary. VW GTIs can be had meeting the requirements, but my boss just bought one. I'm not impressed. (Continued on Next Page)

## On the Road.... While Always Looking For Another (Con't from Previous)

Acura Integra, Hondas Civic SIs, Audi A4s, Subaru Impreza RSs all have possibilities, but are generally priced too high or have very high mileage. And then, there are Alfas.

I owned a Milano Verde for several years. I loved it. Eventually, I sold it because it “didn’t fit in” with the stable of cars I had. I probably should have kept it. Every time I had to deal with the ABS or power steering system, however, made me long for its simpler, more svelte relative, the GTV-6.

That’s it! A GTV-6 has seating for four, air conditioning and all the other things I want. It’s fun, decent on gas, and comfortable. It is the perfect commuter car. I decided I must have one.

You might think that buying a 17 year old Italian car for a “reliable” commuter is crazy. You might be right. However, I’ve seen enough very well-kept GTV-6s to know that they can fit the bill. My Milano was very reliable. The GTV-6 is just a Milano with fewer things to go wrong.

Initially, I expected to have my choice of dozens of near-perfect GTV-6s for bargain basement prices. I quickly learned that the ones still in existence are rapidly falling into one of three categories: beautifully kept originals, “restored” ones, and scary beaters. Unfortunately, the nice originals are few and far between. They are also pricey, but well within my \$10K limit.

Ideally I wanted a 3.0 liter conversion car, but those are even rarer, and substantially more expensive. A few reasonably priced ones have been up for sale lately, but they have turned out to be pretty scary. It was the prospect of buying a nice 3.0 GTV-6 that took me to Lime Rock.

I’d been talking to the owner for about a month. He sent me photographs. He described the work that had been done to the car in detail. I checked his references. I was ready to trailer it home. He was going to be at Lime Rock for the Vintage Festival. It was the perfect opportunity to see the car and check out the Sunday car show at the fest (Lime Rock does not permit racing on Sundays).

At 6 a.m. I packed my son into my wife’s Subaru and headed for Connecticut, in the rain. The plans to bring the car home got crossed as I never got confirmation that he could get a ride home. Through New Jersey and into New York, the rain kept pounding. The weather report said that Connecticut was to be free of rain, at least until the afternoon. With luck, I’d beat the rain. I called the owner and made arrangements to meet him in the outfield at noon.

As we headed up the Taconic State Parkway, the rain stopped. Crossing into Connecticut, my phone went out of range. By now, it was already 12:30. Matthew was hungry. I’d been stringing him along since New Jersey. He was running out of patience. “We’ll stop at my favorite pizza place in Lakeville,” I told him. When we arrive there, at 12:45, we found it to be “Closed on Sundays until further notice.” I bought him some chips to tide him over as we raced back to the track.

When I arrived at the outfield entrance, I was greeted by an organizer who told me the only entrance open was for the infield. At 1pm, we pulled into the overflow parking lot and headed for the gate. At this point, I figured we’d look for the owner for an hour or two while enjoying the show. Even if we couldn’t find him, I figured, we could find the car to look at.

As soon as we started walking down to the paddock area, my heart started pumping. There before us were hundreds of vintage race cars, many that I’d never seen in person before.

We searched for about an hour in vain and then took in some lunch. Afterwards, we walked through the paddock, the front straight, lined with cars, and the swap-meet area where the vintage Trans-Am cars were also parked. Of course, we were drawn to the Alfas. One of the first that caught our eyes was a red SZ. What a svelte, purposeful car it is. Next, Matthew marveled at a Lola whose inboard drum brakes intruded into the cockpit! A Lotus 11 then caught his eye. The owner had the bodywork tilted up on it, exposing its fragile-looking tube structure. “It’s basically a big go-kart,” the owner told us, as he closed it up. Further down the paddock were a pair of Giuletta spiders, partially covered. Next, we encountered the GTA I’d seen at the CTAROC Time Trials a few times. This time, it had its “stinger” side exhaust mounted.

Walking onto the front straight, we first encountered a marvelous super-charged Bentley. A few cars down was an Alfa 8C, which was just stunning. A massive Peerless had its bonnet removed to display the huge four cylinder engine that powered it.

While the restored cars were certainly beautiful sights, I found the preserved cars with their patina of use to be more interesting. One such car was a Bugatti that looked like it had been racing its entire life. One even more interesting was another Alfa 8C that sported a Scuderia Ferrari livery, showing cracks from age. The paint on the tail of this Alfa was also burned away from the exhaust. No matter, these imperfections added to the car’s attraction.



*Ferrari colors on an Alfa 8C*

After touring the front straight, we headed for the rear paddock where the Trans-Am cars were, along with the swap meet. As we walked past Sam Posey’s lime green Challenger, a man sitting next to the trailer that transported it practically grabbed Matthew and put him in the driver’s seat. When he opened the door I was struck by the fact that it opened. (Continued on Next Page)

## On the Road.... While Always Looking For Another

(Con’t from Previous)

I knew Trans-Am cars were door-slamers, but I’ve gotten so used to seeing race cars be primarily made of tube frames and

composite bodies. These “real” Trans-Am cars more closely resemble today’s SCCA IT cars than their current namesakes.

As we continued our stroll through the swap meet area, we ran into Central PA AROC president, Mike Mihm. He has a side business selling Alfa memorabilia and was there on pleasurable business. By the time we were done talking, it was time to start heading back. We needed to be back home by early evening. So, our commando raid of Lime Rock was about to end, without seeing what we’d come to see, the 3.0 GTV-6.

On our way out, we walked up and down the rows of cars parked in the infield to no avail. We spotted a couple of Spiders, but no GTV-6.

Finally, as we hopped into Mom’s Subaru, we took one final loop of the overflow parking lot. There, at the end of the row, sat the royal blue Alfa we’d been looking for.

One thing I’ve got to learn is to ask specific questions to the owners of cars before I go look at them. It’s amazing how imperfect some “perfect” cars are. While this GTV-6 certainly was a nicer one, just having undergone extensive bodywork, it was far from perfect. A quick perusal underneath showed me that this New England car was never going to be able to hide where it had lived. There was clearly an attempt to clean up as much rust as possible. But, the owner paid someone else to do the work. Having done enough rust repair personally, I know that proper restoration work can consume incredible amounts of time. It may be cost effective to restore an 8C, but a GTV-6 is another matter. The body work was good, but it was incomplete. I knew that in a year or two of daily driving, I’d be back into rust repair, something I wanted to avoid. There were other issues as well. But, that was the deal killer.

When my phone came back into range, I called home. I could sense the tone of relief in Marie’s voice when I told her I wouldn’t be bringing another car home, this time.

So, the search continues.... Stay tuned.



*A shiny, pampered Alfa 8C, unlike its unrestored, Scuderia Ferrari stablemate*



*A taught, purposeful Sprint Zagato*



*A pretty Sprint Veloce with the patina of use*

## Lime Rock Vintage Race Report

*Peter Krause*

A great day at the races for Alfisti and Italian car lovers everywhere! Skip Barber, owner of Lime Rock Park, asked Steve Earle, founder of the Monterey Historic Races to come in and run the show on the 20th anniversary of the Vintage Festival. It's clear that some folks will show up for Earle's events where they won't for other, more pedestrian events solely because of his rather draconian policy regarding damage to your own car or anyone else's. Normally, you would think that this would preclude good racing but nothing could be further from the truth! It was GREAT racing with great cars this past weekend. Peter Giddings 3-liter 8C-35 Grand Prix car, John Kendall's 8C-2300 Monza, Lawrence Auriana's 6C-3500 coupe and TZ-1, Bob Kullas' Alfa Giulietta Spider and GTV, David Rivkin's GTA, Scott Terry, Andrew Perlman and Santo Spadaro's Giulietta Spiders, Tom Lacosta's Giulietta Sprint Veloce, Bo Russell's roundtail SZ and that's just the Alfas! Sam Mann's 6CM Maserati voiturette, John Igleheart's O.S.C.A. S-187 750cc sports racer, Lynne Alexander's Siata 300BC, Jim McNeil and Tony Wang's 250GTO's, Bob Bodin and Lulu Wang's 250SWB's, John Giordano's 512S, John McCaw's 250LM, Tony Wang's Maserati 300S, Walter Dethiers DeTomaso Pantera, Bruce Male's Maserati A6G Zagato, Jim Duffield' and Mahlon Craft's 1000 Abarth's, Kurt Bissell's ex-Trans Am Fiat 124 Coupe and my partner's Fiat 850 powered Beach Mk4B H-Mod sports racer. Wow! You should have been there!

## In the Garage...

**First We Empty, Then We Fill**

Bob Brady

One of the perils of owing a rather large garage is that every half-hatched scheme to buy another Alfa seems to make sense. If you spend any time at all perusing the classifieds in Alfa Owner, the local newsletters, or even worse, Ebay, you know that "the deal of a lifetime" seems to come along at least weekly. Typically, what saves most of us from bringing home other people's 90% complete dreams is lack of space. The other safety valve is often the logistics of getting those basket cases back home. Unfortunately for me, I don't currently have either one of those safety valves.

As many of you know, about a year and a half ago, I acquired a decent '60 Sprint, which in a fit of rosey eyes rationalized that it could serve as my daily driver. As with many Alfas, this one came with the requisite "spare, restorable" car, as well as a garage full of "rare and valuable" parts, or ship ballast, depending on your perspective. When I purchased the lot, I had every intention of bringing back the '63 Spider to its former glory. As the months rolled along, and my free time dwindled, I finally came to the realization that the car was gone, even beyond my generous standards. So, off went a couple of emails on the 750-101 Digest, announcing its availability. Much to my surprise, I received several responses immediately. Not wanting to get into the cutting and shipping business, I upped the ante and sent out another note stipulating my preference for someone to pick it up, whole. Once again, I was surprised to find people willing to drive ridiculous distances to pick up this rotting shell of an Alfa. Despite my attempts to convince one interested buyer otherwise, a deal was struck.

Now, it's really none of my business how other people run their lives, but I can't get over how people with more projects than time seem to always be the ones taking on more. *Come to think of it, I fall into that category these days - ed* There must be a clinical name for this condition. At any rate, the owner to be of the Spider "project" drove about thirteen hours from Ohio to pick up the hulk. The actual pick up date had to be delayed until his wife gave birth to their new son! When we were finished loading the car, he proceeded to show me photos of some of the other three or four Alfa projects he was into. Again, despite my best attempts to reason with him, he wouldn't sway from his intentions to restore the car. "God bless you, " I thought as he dove away smiling, "you're a more ambitious man than I." About a week after the garage clearing event, I learned that he came to his senses and cut the car up while saving the nose for one of his restorations in progress.

So there I was, the proud owner of only three Alfas and spare garage space. This was clearly a situation that couldn't last.

A few weeks went by. My family and I went to Watkins Glen for some track time, to Connecticut to visit former DVAROC member John Jeffries and his family, and then to Maine to mail the July La Voce. By the time we returned, I was refreshed and seeing life clearly again. A few days later, I received an email from an advertiser in La Voce. He asked me to run the ad for his '67 Duetto and extensive NOS parts cache again, but at a new, lower price. I must have mumbled "Wow!" or something to the

effect, because Marie turned and asked me what I was reading. I read the ad to her and mentioned that it was a really good deal for someone who had the room and free time to go into the Alfa parts business. Then, in one of those rare moments that happens every millennium, Marie's figure became surrounded by a divine aura, a chorus of violins sounded, and she spoke five words that every Alfa owner dreams of hearing, "Why don't you buy it?" "Was this really happening," I thought to myself. "Could Marie, the woman who I depend on to keep me rooted in reason, actually be suggesting that I drive to Virginia and bring home another project along with a garage full of parts?" I asked her again, to confirm that I was not dreaming, and she repeated those same five words. Realizing that this moment was not likely to last, I fired back an email with my offer to buy the lot.

It took a few weeks before we could coordinate a weekend to bring the treasure back to its new home. Finally, early one August Saturday morning, we paraded down to Virginia's northern neck in a borrowed pick-up truck and our trusty Suburban, trailer in tow. Six hours of sweltering heat and D.C. traffic later, we pulled into the seller's driveway.

As we pulled in, I could see the Duetto. It was not the rusty hulk I had expected it to be. It was certainly not ready for prime time, but it was very restorable. I could see that this was going to be a problem.

We got to work right away. We started with the heavy stuff first. Five engines, five transmissions, heads, exhausts, a shelving unit and boxes filled with assorted new and used parts filled the pick-up. When we were done, it looked like something Jed Clampet would drive. The Suburban got filled next. Box after box of NOS mechanical bits, trim, lenses, gages, even a complete Giulia Super grill got stacked in. The pile of parts reduced in size quickly, but the trucks filled faster. We were running out of room. Finally, we resorted to filling up the Duetto with books and even more parts. About three hours of steady work later, we were ready to make the trip home.

I wish I would have remembered to take photos because we must have looked like junk dealers. All we needed was a mattress lashed to the roof to make the image complete.

Another six hours later, we pulled into our driveway. We managed to dodge the rain and keep everything dry. Of course, the real work was about to begin.

It took another day to unload the trucks, but it took another week to sort through all the bits and find places for them in the garage. Some of the more interesting bits I found included: a new thermostatic actuator, a new distributor, new Giulia Sprint grills, new 105 Giulia Sprint tail lights, and a new Sprint Speciale center grill. Most of the parts are 105 series bits, but I have a few boxes of 101 stuff and a few 102 (2000) and 106 (2600) parts as well as a few newer bits. Now I've just got to start putting things up for sale. I started taking digital photos of everything so I can create an online store. But, three weeks later, I've yet to put anything up for sale yet. So, if you're in the market for a Giulia GT Junior badge, or need some rear engine seals, you know where to get them. Stop by, we're open on weekends.

**On the Track...****COMSCC Time Trials**



## at Watkins Glen

Bob Brady

I finally had a chance to try out my new Panhard bar on the track in July. COMSCC had a two day event over the fourth of July.

While the Glen is a great track to drive, in a four cylinder Alfa, it can be a bit tedious. About half of the track is driven with the foot planted firmly to the floor. The other half, though, is a lot of fun, much more fun than it used to be, thanks to my new toy.

The last time I drove the GTV at WGI, I suffered from inner wheel spin. So what else is new? Frustrated by this condition, I built a Panhard rod to replace the stock T-arm assembly. The Panhard rod has the advantage of lowering the rear roll center, making the car more balanced. So, instead of the car leaning around an axis that was inclined at the rear, I can now adjust the inclination of the axis for better balance.

Knowing that the stock GTV's rear suspension has a roll center that is too high, I first set the Panhard at the lowest roll center position. I figured if a little lower is good, a lot lower has to be better.

By the time I drove my first lap, I knew the car was transformed. I was now able to take the downhill turn #6 flat out, and more importantly, I could keep the power planted through the tight hairpin turn known as the "toe of the boot." A few laps later, in fact, I found the car to be so well planted that it was less fun to drive. It was idiot-proof, and understeering at the limit.

For the next session, I raised the Panhard bar to the middle location. That improved things tremendously. Now, the car still could keep the power planted with no wheel spin, but I could also steer with the throttle again. Success! The only problem I found was that my front wheels were now locking under heavy braking. With the stock suspension, I typically had problems with the rear brakes locking and violently hopping, particularly on downhills. Now, it was just the opposite, and it was hurting my lap times. What was hurting them worse, though, was the heat.

Upstate New York was suffering from the same heat wave that we left in Pennsylvania. Both days were 95+ degrees. I've always had problems with my GTV running hot at the Glen. This time, it was almost intolerable. I could only get in about three hot laps before my temperature gage was heading for 235F and my oil pressure gage was heading for zero! I even had the heat, and the heater blower on to no avail. Now I know how the NASCAR guys feel. I drank gallons of Gatorade. Remarkably, the GTV held together and ran flawlessly. Unfortunately, the other Alfa at the event wasn't so lucky.

Two years ago, I wrote about the "Milano from Hell," a heavily modified Alfa. In one of the afternoon sessions, the MfH came into the paddock behind a tow truck. It stopped and made a puddle. I went over to take a look at it and was amazed to see its crank pulley protruding at an angle; the crank had snapped! He wasn't the only one to suffer mechanical problems. A number of cars failed due to the hot conditions. A couple others failed due to driver error, ouch! One of those "ouches" caused the time trials to be cancelled, or at least contributed to it. By the time the ambulance returned to the track, we were in the midst of a

rainstorm. By the time the rain stopped, there wasn't enough time to run all the cars, so the time trials were cancelled.

It was a big disappointment for me because I really wanted to see how much better my GTV and I were getting. The times I took during the sessions showed about a seven second improvement over my last outing there, but I was expecting more. It was hard to get a clean lap with all the traffic. So, I was hoping to see some further improvements during the timed runs.

Despite the heat and the cancellation, it was another great outing. The GTV held up well, better than me. My times improved. My new suspension was doing its job. And, I found a couple of things to focus on: cooling and brake bias. I'll just have to wait until next year to shave some more time off.



Watkins Glen, Turn 11, in *front* of the Miatas this year



My latest GTV innovation, an adjustable Panhard rod

In this issue: Summer Wrap Up, Bob Buys More Stuff,  
Picnic Time, Events Calendar.... and more



*Ah, There's nothing like an autumn drive in a Stradale*



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