



December 2004

# La Voce

*newsletter of the delaware valley alfa romeo owners club*



## A Fabulous Fall

### DVAROC Rounds Out Autumn With Some Great Events

Fall is always a strong season for the Alfisti of the Delaware Valley. But this year was particularly memorable, with events of every flavor to suit every taste. With picnics and tours, concours and tech sessions, we satisfied our appetites for all things Alfa and readied ourselves for the wintry months ahead. Read on as we recollect the highlights.

**A Perfect Picnic** This year's annual fall picnic took place a bit earlier than usual. While that meant the leaves weren't in peak form, the beautiful sunshine more than compensated. Henry and Nancy Wessells were the perfect hosts, inviting us to share their lush lawn and lovely landscape. As is the norm, we had a great turnout of over forty people and about half as many cars. This year's highlight was the three Touring-bodied cars: the resident 1900CSS, a 2600 Spider and a 2000 Spider. In addition, there was a nice mix of coupes and Spiders from the 50's through the 90's whose dominant color was, of course red. Those who meandered out back to the garage were treated to some special Alfas and a vintage Moto Guzzi.



Inside the house, the keynote presentation Henry gave at the national convention played for those who didn't make

it to New Hampshire. Perhaps the most unique Alfa in attendance was Frank Gil's pick-up. From a distance, it looked suspiciously like a Toyota, but a closer look at its badges clearly identified it as a product of Italy. ☺

While the cars were certainly the focal point, what iced the cake of this year's picnic was the great turnout of new members and visitors from other chapters. It's always a pleasure to meet like-minded Alfisti and it's a great sign of health for the club. We all enjoyed the company of old, and new acquaintances as we shared lunch and drinks together on the lawn or under the porch.

After lunch, it was time for a group photo and the annual elections. The current president was re-elected once again, as is the tradition. There was one surprise, however when Frank Gil was elected as the new Treasurer. With the formal business dispensed with, it was back to the really important activities, building friendships and sharing stories of twisty roads and sources for parts.

When the sun moved behind the trees and the shadows touched the cars, it was time for to say "arrivederci!" We thanked Henry and Nancy for their gracious hospitality, shook hands and headed off with the sound of our Italian machinery reflecting off the hills. It was another wonderful afternoon at Brookside Farm. (More Photos on Page 4)

### Mark Your Calendars!

**December 12 – Indoor Go-Karting  
Arnold's Family  
Fun Center – Oaks,  
Pa.**

## Bob's Babblings

**Thanks** I want to start off by thanking a number of members for their great help. First **Henry and Nancy Wessells** hosted our fall picnic again this year. As usual, their warm hospitality made it a smashing success. Next, thanks go to **Jack Stoll** for organizing a super fall tour with the Triumph club. It was a great ride and a super lunch. **Quinn de Menna** deserves special thanks. He hosted a wonderful tech session at his home in November. Not only did he open his house to us and let us share in his engine rebuilding project, but he provided a spread worthy of a fine Italian bistro. **Tony Latini** is another member who has recently helped out setting up events. With his help, we are going go-karting in December. It promises to be a thrilling time. Even though **John Jeffries** has moved to Connecticut, he continues to supply a steady stream of well-written and entertaining articles for La Voce. This is a huge help. **Ed Jones** is another contributor to this edition. He drove his new 164LS to Haddon Heights from his home in Stroudsburg to attend the November Tech Session and provided photos for this newsletter. **Dave Sandler** has soldiered on as our treasurer for more than ten years. He has done a great job and is now going to take a well-deserved break. **Frank Gil** is our new treasurer and has big boots to fill. I know he is up to the task. On behalf of the entire DVAROC, BRAVO! to all of these special people for making this club that much better.

**The Year of Alfa Romeo?** While I stopped holding my breath waiting for Alfa to return to the US long ago, Alfa still captures interest. It will play a prominent role at the Amelia Island Concours d'Elegance this year. Alfa will also be featured at Pebble Beach this year. In addition, Alfa Romeo will be the featured marque at the Watkins Glen Vintage Grand Prix. So, if you ever fancied vintage racing, this would be the year to make it happen. Book your calendars now: March – Amelia Island, August – Pebble Beach, September – Watkins Glen.

**Stay in Touch** As I struggle to crank out this La Voce in time to give everyone notice of Sunday's go-karting event, I am reminded to mention that we have a web site and a email list, both of which can keep you better informed than La Voce. Our web site is at: [www.dvaroc.org](http://www.dvaroc.org). To get on the mailing list, contact me at: [mpbrady@verizon.net](mailto:mpbrady@verizon.net)

I hope you can make it Sunday. If not, get out and give your Alfa some exercise before the snow (and salt) hits the ground.

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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)

Send La Voce submissions to:

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**Wanted: A 1962-65 Giulia spider or Speciale.** It must be a nice car that I can get into and go for a drive or club activities. I'm too old for another project. This is a very serious inquiry from a Alfa member in N.E.Ohio. Please contact Joe at 440-895-1358 or [jjweh@peoplepc.com](mailto:jjweh@peoplepc.com).

**1993 SPIDER VELOCE**, 23k orig mi. (Carfax available), auto, ps, pb, pw, ice-cold a/c, white ext (original) with black leather/suede interior, original Haartz-style convertible top, optional hardtop (black) incl, tonneau, vinyl softtop cover, near new Pirelli tires on factory alloys, factory multi-speaker cassette/radio, factory security sys, lockable car cover, not driven Winters and garaged, routinely serviced with receipts, new calipers, lines and pads, near new Konis, all owner's manuals/books, AROC member, \$12,500, call Dan on (215) 844-4260.

**1994 Commemorative Edition Spider** #75/190, Kenny, 973-278-8300 days, 201-224-4647 eves.

**1994 164 LS**, black with tan leather, auto. My well-maintained and unique daily driver for the past 10+ yrs. Garage kept, all scheduled and preventive maint (Algar) and MPG records. 150K mostly highway miles. \$8,000; photos available; Tony Latini 267.252.8055

**1992 164L**, 5 speed, Green/tan leather, 79k mi. Outstanding example. Two-time 1<sup>st</sup> Place winner at New Hope. Orig. owner; all service receipts; original window sticker. New timing belt and tensioners, recent clutch and Stebro exhaust. Best 164 available anywhere! \$9900 Call 609-683-5794 <[gajanssen@msn.com](mailto:gajanssen@msn.com)>. NJ

**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 excel shape cosmetically and mechanically, paint looks new, no accidents. Dave 302-993-7800 or [davidbeck@sprintmail.com](mailto:davidbeck@sprintmail.com) \$7500.00.

**1983 Alfa Romeo GTV-6, Maratona w/3.0**, 98K, complete Verde drivetrain, hit in front, needs fender and front valence, have parts to repair, interior near mint, rest of car is very nice except paint is wearing thin in parts, \$2000 obo. Domenick Billera, 610-838-9970

**Alfa Romeo Milano Verde**, I have two that I need to sell. One is black and is somewhat rusty but runs and drives well. The other is gray, and is in better condition, but has not been running. Contact: Domenick Billera, 610-838-9970

**'57,'58 Giulietta Spiders and '81 GTV-6** parts cars. Spiders are rusty, but have many good parts, including a windshield. Some extra spares such as a rear included. GTV-6 has a good engine. Typical rust. Must sell immediately. Dave 484-515-8415

**1971 Alfa Romeo GTV 1750** - Butterscotch Yellow over Black – 76Kmi. Looks and runs great. Nice older resto, with a generous amount of new parts. Spica FI was recently rebuilt, car is running at its best. Asking \$8000 Any questions please call me at 215-783-3225. Bermie.

**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

**1983 GTV-6** 19K miles Silver/Blue, Bill Conway, 973-839-9239

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

**1967 Duetto** Euro car, red, been sitting, but supposedly the engine is fresh. A couple of minor dents and needs floors/paint. Seats are nearly perfect. An easy resto. \$2000. Contact Bob Brady 610-925-1837, [mpbrady@verizon.net](mailto:mpbrady@verizon.net) for info.

**NOS Parts** I have hundreds of NOS Alfa parts. Mostly 105/115 series parts, but I also have some 101, 102 and 106. For a partial inventory and some prices, go to: <http://members.bellatlantic.net/~mpbrady/newpartsinventory.htm>

In addition to the new parts, I have a couple 1750 and 1600 engines as well as some spare 5spd transmissions for sale. Contact Bob Brady 610-925-1837, [mpbrady@bellatlantic.net](mailto:mpbrady@bellatlantic.net) for more information.

**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 Co. line. Domenick Billera, 610-838-9970

## Classifieds:

## Events Calendar: \* Indicates DVAROC Event

### \*December 12 –Indoor Go-Karting – Arnold’s Family Fun Center, Oaks, Pa.

Take a break from the chaos of the season and get some driving con brio in. While it’s getting a bit chilly to break out those pretty Alfas, driving go-karts in the comfort of an indoor arena is the perfect antidote to those winter blues. Join us at Arnold’s Family Fun Center at 12:30pm on Sunday December 12<sup>th</sup>. The go-karts are electric, so they don’t make the place stinky, but are plenty fast.

**Please RSVP to Bob Brady prior to the 12<sup>th</sup> as the event is subject to cancellation in case the track gets booked.** Contact Bob Brady at 610-925-1837 or [mpbrady@verizon.net](mailto:mpbrady@verizon.net) to get on the contact list.

The phone number for Arnold’s is: 610-666-0600. Directions are shown below:

#### From PA Turnpike:

1. Take PA Turnpike to Exit 24/326 (Valley Forge).
2. You should now be on 76 East. Drive approximately 1/10 mile, and get off on Route 202 South.
3. Get off 202 South immediately at first exit onto Route 422 West towards Pottstown.
4. Stay on 422 for less than 5 miles, and get off at the Oaks exit.
5. Make a left at the traffic light at the bottom of the ramp (Egypt Road).
6. At the second traffic light, make a left onto Mill Road.
7. You are now in the 422 Business Center.
8. Follow the Arnold’s signs around to the right-hand side of the complex.

#### From Lansdale:

1. Take Route 363 South for approx. 10 to 15 min. from the intersection of Route 63. (Caution, Route 363 does not go in a straight path, follow signs carefully.)
2. Make a right onto Egypt Road.
3. Drive on Egypt Rd until you go under the Rt. 422 Bypass. After the Bypass, at the 2<sup>nd</sup> traffic light, make a left onto Mill Road.
4. You are now in the 422 Business Center.
5. Follow the Arnold’s signs around to the right-hand side of the complex.

#### From Pottstown/Reading:

1. Take Route 422 Bypass East towards King of Prussia.
2. Get off at the Oaks exit.
3. Make a left at the traffic light at the bottom of the ramp (Egypt Road).
4. At the first traffic light, make a left onto Mill Road.
5. You are now in the 422 Business Center.
6. Follow the Arnold’s signs around to the right-hand side of the complex.

#### From Philadelphia:

1. Take Route 76 West.
2. Get off at the Route 202 South exit.
3. Get off 202 South immediately at first exit onto Route 422 West towards Pottstown.
4. Take Highway 422 and get off at the Oaks exit.
5. Make a left at the traffic light at the bottom of the ramp (Egypt Road).
6. At the second traffic light, make a left onto Mill Road.
7. You are now in the 422 Business Center.
8. Follow the Arnold’s signs around to the right-hand side of the complex.

### 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)

Check out this fabulous 2300 model being built at: [http://homepage.mac.com/gawingrove/2.3\\_ALFA/Menu62.html](http://homepage.mac.com/gawingrove/2.3_ALFA/Menu62.html)







## The 2004 DVAROC Fall Picnic at Brookside Farm





## Fall Wrap-Up (Continued from Front Page)

**Terrific Tour** A few weeks after our October picnic, the DVAROC joined the Delaware Valley Vintage Triumph Club for some spirited driving along the Delaware River and vicinity. Jack Stoll did a great job organizing this event for us and making arrangements for a beautiful day.

We started by gathering in Washington Crossing for some coffee and a review of each other's machinery. We had TR3s, 4s and 6s interspersed among Alfas from the 60's, 70's and 80's. In addition, a Lotus Elise and a Vignale-bodied Triumph Italia made the parking lot that much more interesting. Watching one TR3 owner remove his side-curtains and rearrange items laying on top of the cockpit floor boards, one could really see how much more advanced the Alfas were compared to their British contemporaries. With aluminum, twin-cam engines, wind-up windows and simple-to-use convertible tops it's no wonder the motoring press gave the Alfas such rave reviews.



On the road, however, the Brits held their own. The route took us over the bridge to New Jersey where we discovered that there is still quite a bit of rural countryside left. The winding, narrow roads flanked by picturesque autumn trees often opened up to view expansive freshly harvested fields. At times it was hard to keep from driving off as the scenery was so breathtaking.



Our first stop was at a converted farm, now antique shop not far from Stockton, NJ. They opened up just for us. Everyone enjoyed perusing through the interesting furnishings and intricate model airplanes inside. More than one wondered just how they could fit a cane rocking chair in the back of their snug sports car. One tenant was taken aback at the parking lot full of vintage British and Italian machinery. He then opened up a garage door revealing a Jaguar Mk. IX in storage. With our curiosities

satisfied and our bodies warmed, it was time to get back to driving.

From there we traversed hill and dale to eventually arrive in Frenchtown. There, we filled the parking lot along the canal and next to a classic clapboard church. Our lunchtime destination, the Ship Inn, was just a short walk away. There we sampled Britain's contribution to gastronomy and more importantly, raised a few pints brewed in the vats just behind our table.

It was great to share our collective love of the automobile with the Triumph club. They are a great bunch of people. We hope to make these joint gatherings a more frequent occurrence. It was also great to see some not-so-often-seen DVAROC members turn out. Thanks again to Jack Stoll and Dave Hutchison (from the Triumph club) for making this great event happen.



## Fall Wrap-Up (Continued from Front Page)



**A Tech Session to Remember** One casualty from the track events at this year's national convention was Quinn de Menna's Alfetta's engine. More specifically, a couple of rod bearings and rods. Maybe it was some momentary oil starvation, maybe it was destined to happen anyway. Nevertheless, it gave Quinn an opportunity to tear into that lovely piece of Italian craftsmanship. With the help of Vince at Nick Falcone Enterprises, he got the bottom end inspected, renewed and reassembled. What we first thought was just a spun bearing turned out to be much more... doesn't it always? So, after some new bearings, rods, seals, gaskets, a flywheel and a few other items, he was ready to mate it back to its head. This was the perfect excuse for a tech session!

When I arrived at Quinn's lovely house in Haddon Heights, I was surprised to see a table and umbrella set up next to his garage with a barbecue warming roast beef. As the number of guests continued to arrive, I thought to myself that my initial visions of buttoning up his engine and putting it back in were a bit optimistic. We had originally expected just a few, but the Alfas kept pulling in. Even better, many of those who came hadn't been to an event in a long time. Maybe we need to host more events in New Jersey?

After an hour or more of delicious lunch, some drinks and many Alfa stories, it was time to get to work. The first task was to install the new cams and adjust the valves.

Few things ever go as fast as anticipated. The task of swapping cams was no exception. While the sprockets from the old cams came off with ease, the new ones did not come with the key needed to keep the sprockets from rotating. No problem, we'd just use the old keys. Fortunately the soothing Jazz in the background kept our tempers in check because those keys resisted every tool applied to them. Finally, we needed to resort to the "hot wrench" which did the trick.

Installing the new cam followers and adjusting the valves started off fine. It was only when I reached into the club's box of shims for a 0.071" thick one that things bogged down. As luck would have it we were out of many of the shim sizes we needed. Fortunately, the box marked "misc" turned into a treasure trove of just the right sizes. Unfortunately, for each size we needed, we had to sort through and measure about ten!. Fred Sacks now shares my appreciation for the therapeutic activity of sorting shims.

We were making steady if not erratic progress with those valves when the lead stooge's cell phone rang. My procrastinating son's project needed some critical materials to finish it. I was reminded of both the current time and the time at which stores closed. So, with renewed motivation, Ed Jones, Charlie Crothers, Fred Sacks and myself attacked the final valves, finishing them at pit stop speed.

While we didn't get quite as far as I'm sure Quinn would have liked, we did have a great time getting there. In fact, I think he has stumbled on to a new restaurant/bar concept: a delicious open-air spread, lots of beautiful aluminum castings and tools aplenty to keep the patrons entertained. I think next time he should charge admission.



*"Sure, Quinn, this will just take a few minutes, then we'll be ready to drop the head on the block," says the lead stooge as he prepares to get his hands dirty and spend the next two hours adjusting valves. Good thing it wasn't a four-valve head!*



*Fred Sack's Spider was looking great on this damp fall day*



*Quinn de Menna grimaces as the propane torch is broken out to install his new cams*

## Letter from New England

Bob, thanks for keeping me on the mailing list. I miss many things about living in the Philadelphia area, including Termini's bakery, visiting Nick Falcone's and all those good club events you put on.

I had a pleasant Alfa experience early in September, when I participated in a BMWCCA school at Watkins Glen. It had been four years since I was last there. It certainly didn't seem that long. I had been pining to return but last year spent most of my free time lying on my aching back. After successful back surgery this January, I vowed to get back in the game this year.

Fortunately my GTV was pretty well prepared. I completed the suspension rebuild started in 1998 by re-bushing the rear trailing arms and installed a new set of Boge shocks (quite good enough, by the way; also of interest: the shocks I removed were the originals). If you haven't bought a Motive Tools brake bleeder yet, I recommend you do so. It makes that thankless job very easy. I was joined on this trip by a fellow Alfisti, albeit one driving a new VW Golf R32. We departed Connecticut at 5pm on a Tuesday afternoon, crossing western Massachusetts on Route 23. This road continues in New York state, crossing the mighty Hudson and climbing into the Catskills beyond. At 8pm we stopped for dinner, then headed off into the dark, at a brisk pace. Boy is it ever dark out there. I was glad to be followed by a newer vehicle, because I was having all sorts of irrational fears about what bad things could happen to a stranded motorist in those remote hills. My paranoia was relieved when we descended into the bright lights of metro Oneonta. At this point it was 9:30 or so, and as we joined I-88, the sign read, "Binghamton, 60 miles". Oh dear, I thought to myself, that means our destination is still 120 miles away. We had departed Connecticut much later than anticipated, and I was tired. But the interstate offered much easier driving and we clipped along at 75-80mph. This was one of the many times over the next couple of days that I realized, again, what a fabulous car the Alfa is, and why I love it so much. 30 years old, cruising along at high-ish speeds, giving me a totally involved driving sensation yet not tiring me out; seats as comfortable as a new Volvo, engine and driveline creating just the right amount of NVH to create that unique Alfa proposition of driving entertainment. Perhaps that's how a Merlin-engined Spitfire felt?

Binghamton came and went, and after a close call with a New York State Trooper speed trap, we rolled into that loveliest of dives, the fabled Seneca Lodge just before 11pm. I think it was about 320 miles, perhaps more, but I hadn't checked the odometer.

The school over the next two days was simply excellent. The Genesee Valley Chapter of the BMWCCA puts on a very civilized, well-organized event. I had a calm, patient instructor. He said that when he had first seen "Alfa Romeo" on his assignment list, he had been worried that he would be forced to ride in a Spider with a wimpy role bar. Mine must have been the lowest horsepower car there, but I was able to not disgrace myself in the Advanced run group, but rest assured that I was getting passed by M3's, 911's, Evo Mitsu's, Z06's.....i.e., everyone else. But I assure you that the GTV, despite not being a cosmetically sharp specimen, continually received hearty

compliments throughout its visit to the Glen. It's a car that inspires people to come over and say hello, smile and remember when Alfa Romeo was a player in the U.S.

Is there a better car place than the Glen? Maybe the old Nurburgring, but I've only seen that in books. The Alfa worked hard and was problem free. Unlike those who trailered in their rides, mine had to take me all the way home again. Still, circumstances called for incessant red-lining. What a great engine, with its SPICA properly set up by Vince in Bala Cynwyd in 1998 and not touched since. And yes, Bob, that Shankle throttle pedal re-positioning kit is definitely a good thing. Call me Mr. Toe and Heel.

I did four sessions the first day and three the second, waving off my last track time because I was tired and felt it unwise to push my luck. We departed at 4pm, and headed home the simpler way, taking Route 17 all the way to I-84 in Middletown, NY, which is still every bit of two hours from my home. The homeward trip was marred not by any run-ins with law, because we had agreed to keep it at 75 or less, but by a nagging alternator light which came on while we were still at least 250 miles from our destination. That's a tough light to ignore. I stopped and check the wiring. I had left my spare alternator at home. In the end, my lights were bright, the car re-started OK, so on we pressed. I waved goodbye to my R32 friend at Danbury, and pressed on alone for the last 90 miles.

I-84 is a busy truck route, going from 2 lanes to 3 and back again, yet the traffic was flowing easily. I had gained more trust in my beleaguered charging system, so I upped the velocity and enjoyed one of those great drives, tired but loose, physically drained yet content, and rolled into my driveway around 10:30pm.

As I parked it in the garage, I had to marvel at this magical machine. Thirty years old, over one hundred thousand miles on the clock, always maintained but never restored, I had just put close to another thousand miles on it, and fast, indulgent miles at that.

By the way, my spare alternator, installed a couple of days later, cured the charging system.

Best regards,

John Jeffries



*What's going on here!? Bill Shields and fellow GTV racer Eliot Shanabrook can't be up to any good with that unloved GT Junior in Bob Brady's driveway. Stay tuned for the next La Voce*



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

<p><b>November</b></p> <p><del>7 – DVAROC Fall Tour – Washington-Crossing, PA</del></p> <p><del>21 – Tech Session – Quinn DeMenna’s – Haddon Heights, NJ</del></p>	<p><b>December</b></p> <p>12 – Indoor Go-Karting – Arnold’s Family Fun Center - Oaks, PA</p>	<p><b>January</b></p> <p>Stay warm, give your Alfa some exercise and a hot rub down.</p>
<p><b>February</b></p> <p>TBD – DVAROC Winter Lunch</p>	<p><b>March</b></p> <p>TBD – Nothing Planned Yet... Any Suggestions?</p>	<p><b>April</b></p> <p>TBD – Tech Session</p> <p>TBD – Time Trials – Summit Point, Lime Rock....</p>



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