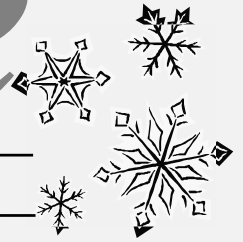




La Voce

Winter 2005

newsletter of the delaware valley alfa romeo owners club



Beating Those Winter Blues

Antidotes and Alfa Romeos

Now that we're in the throes of winter, it's easy to get the blues. The days are shorter and colder. Worse, the roads might be covered in salt. But Alfisti need not despair. There are many ways to beat those blues; many of them fuel our passion for Alfa Romeos as well. Here are a few:



Karting Ok, associating go-karting with Alfa Romeos is a bit of a stretch, but in December, the DVAROC sponsored an afternoon of indoor karting at Arnold's Family Fun Center in Oaks, Pa. Junior and senior showed up to demonstrate their prowess behind the wheels of torquey and responsive electric karts.

The indoor track at Arnold's is challenging and fun. It's got everything a good race track has, tight bends, technical turns and long, fast sweepers. Although the karts might not have the umph of a Formula 1 car, they have enough power to break loose on almost any turn. They are particularly excellent trainers for those drivers of Alfa Romeos who know that maintaining momentum is the key to low lap times. While the "line" around the track was clearly marked, extracting that extra fraction of a second required smooth driving. A few of us opted for the "dirt

track" approach and were rewarded with spins and poor finishes.

The racing was close as the karts were all "equal," though some were clearly more equal than others. In our first session, my ego was fully pumped as my kart pulled away from the rest of the pack. Of course, I attributed this to my superior driving skills. After the second outing, in a different kart, my ego was fully-deflated as the best I could manage was a back-of-the-pack finish. Despite that, being able to dice with each other on a wintry afternoon was just what we needed to lift our spirits.

If you're jonesing for a fix of lateral g's, I highly recommend an afternoon at Arnold's. The club extends our thanks to Tony Latini for setting up this fun event.

Buy Another Alfa *At this point, you might want to hide this newsletter from your spouse.* One of the wonderful things about Alfa Romeos is their variety of models all designed to deliver a visceral driving experience. From the pre-war cars to 164s and beyond, Alfas connect you to the driving experience like no other car. While BMW might have won the marketing wars, we **know** Alfas are the "Ultimate Driving Machines." So, like Carroll Shelby said, "too much is just enough." If one Alfa is good, two must be better, five must be great!

There is always a good pool of Alfas available to extract cash from your pocket, as long as you're willing to extend your search outside of the Delaware Valley. (Continued on Page 4)

Mark Your Calendars!

February 27 – Winter Lunch –

**Café La Fontana –
Hatboro, Pa.**

April 9 – Tech Session –

**Nick Falcone Enterprises–
Bala Cynwyd, Pa.**

Bob's Babblings

Thanks As always, I want to start my column with some thanks. This time, particular thanks go to **Bill Conway** for connecting us with **Hank Bernstein** who wrote an article for this edition. I also want to thank **Bill Sims** who is not a member of DVAROC, but supplied some interesting reading, nonetheless. I want to also thank **Tony Latini** for organizing our karting event which was great fun. Finally, I want to thank **Frank Gil** for organizing this year's winter lunch. It's little contributions from a lot of members that add up and make a huge difference to this club.

Upcoming Events While we're a little late getting out of the gate this year, the calendar is shaping up to a very comprehensive one, with events for everyone. Our first event for the year will be our annual **Winter Lunch**. This year, we will return to Hatboro and dine at Café La Fontana. I hope you can make this special gathering. It's always a pleasure to see familiar (and new) faces and get the blood flowing. I also hope you can bring your Alfa. Even though the weather is not great, it's very important that you get out and drive. Both for your sake and your car's.

In April, Ruth and Vince will host a **Tech Session** at Nick Falcone Enterprises, in Bala Cynwyd. This is always a big event as it kicks off spring and the driving season. We still need topics, so if you have anything you'd like to see covered, drop me a line.

May is absolutely jam packed with events of interest. Two deserve special note. For the first time in many years, vintage racing returns to the Delaware Valley. The **Camden Vintage Grand Prix** will take place in early May on the Camden waterfront. The organizers are trying to bring to the Philadelphia area what Pittsburgh, Watkins Glen and Monterey already have. I hope to secure some special space for the club to display their cars. If you have a VSCCA eligible car, you should really consider racing it. Stay tuned and get the word out on this event.

The other May event of note is the **Wheels and Wings** show in Millville, NJ. What makes this one special is that the organizers are asking the SCCA Historic Racing Group to perform a demonstration race on the airport runways on Friday night. Why would they ask this, you might wonder? Well, if you haven't heard, Millville is the site of a new race track that seems to have a very high likelihood of being up and running some time in 2006. The developer of the Virginia International Raceway is running the project and the local population appears to be in support of it. So, we might finally have a track close to home. After the race on Friday, there will be a car and air show on Saturday. We'd like the DVAROC to show up in force and display their cars on Saturday. So, check out the Events section and mark this date.

What's Your Email Address? More and more, I find that member's email addresses on my distribution list are not being updated. To get up-to-date information on club events, please get on this mailing list. To do so, contact me at: mpbrady@verizon.net

Classifieds:

1988 Milano Platinum, 125K miles, auto, limited slip rear, leather etc. Would be a good driver, convert to racer or as a last resort for parts. \$1200 OBO. Adam: 267-307-8483, adoherty@sas.upenn.edu

1991 164B, 130K mi. tapped in rear but trunk-lid is fine. RR door is jammed shut and RR quarter is bent, but all other metal is in good shape. Automatic is in good shape. Great for parts car, can make some money on this if you have somewhere to put it to strip... I don't. \$750 OBO Adam: 267-307-8483, adoherty@sas.upenn.edu

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.

1993 SPIDER VELOCE, 23kmi. (Carfax avail), auto, ps, pb, pw, ice-cold a/c, white (orig) with black leather/suede int, orig Haartz-style top, opt hardtop (black) incl, tonneau, vinyl softtop cover, near new Pirellis on fact alloys, fact multi-speaker cass/radio, fact 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 164LS, black w/tan leather, auto. My well-maintained and unique daily driver for 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 spd, Green/tan leather, 79k mi. Outstanding example. 2x 1st winner at New Hope. Orig. owner; all svc rcpts; orig wind sticker. New timing belt and tensioners, recent clutch and Stebro exhaust. Best 164 anywhere! \$9900 609-683-5794 <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 \$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

'57, '58 Giulietta Spiders and '81 GTV-6 Spiders are rusty, but have many good parts, incl windshield. Some extras such as a rear incl. GTV-6 has a good engine. Typ rust. Must sell. Dave 484-515-8415

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

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 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 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

Events Calendar: * Indicates DVAROC Event

*February 27 - DVAROC Winter Lunch - Cafe La Fontana - Hatboro Pa.

This year, we are returning to Cafe La Fontana for our Winter Lunch. Thanks to Frank Gil, we've managed to provide an excellent menu at a very reasonable price. The lunch will be on Sunday, February 27th at 2:00pm. Cafe La Fontana is located at 58 South York Road in Hatboro. Their phone number is 215-672-8118. The luncheon menu is as follows:

Appetizers:	" Alfapasto" tray: marinated roasted peppers, grilled vegetables black olives, prociutto and fresh mozzarella Gamberoni al Cognac: Sauteed shrimp with cognac and a touch of cream
Soup or Salad:	Cream of Asparagus Ceasar- fresh romaine lettuce with homemade dressing
Entree:	Penne al Salmone: Penne with smoked salmon served in a vodka pink sauce Tortellini Bolognese: Tortellini pasta served in a tomato based meat sauce Melanzane Parmigiana: Thinly sliced eggplant layered with mozzarella cheese, basil, and tomato sauce
Cost:	\$27.00 per person(coffee, tea, lemonade, soda, - tax and gratuity included)
Kid's menu:	Chicken fingers and fries, cake and soda Penne pasta with tomato sauce or buttered, cake and sod
Cost:	\$10.00 per child(tax and gratuity included)

Desserts, should you still have room, will be available at extra cost. Beer and wine will be available for purchase. Dress is casual. Parking will be in a lot close by, off the street, behind Gamburg's Furniture. As always, we'll have door prizes. Please bring any ideas for events you'd like to see with you. **RSVP with your selection by February 25th** or direct questions to Bob Brady (610)925-1837 or mpbrady@verizon.net.

February 24-27– Atlantic City Collector Car Auction – Atlantic City, NJ Atlantic City Convention Center. There is a '71 GTV listed for Friday. For more information, go to: www.acclassiccars.com

March 11-13 – Amelia Island Concours d'Elegance – Amelia Island, FL While this might not be around the corner, it is featuring Alfa Romeo this year and promises to be a very special event. For more info, see: www.ameliaconcours.org/

April 2-4 – COMSCC Time Trials at Summit Point – Summit Point, WVa COMSCC holds great time trials/drivers' schools. Drive your Alfa as it was meant to be driven. Contact Bob Brady at: 610-925-1837 or mpbrady@verizon.net for more information. COMSCC website is at: www.comsc.org

*April 9 - DVAROC Tech Session - Nick Falcone's - Bala Cynwyd,

PA - Get your car back on the road. Come to our annual tech session at Nick Falcone's on Saturday, April 9th, at 10:00 am. Falcone's is located at 161 Rock Hill Road, Bala Cynwyd, Pa. Their phone number is: (610) 664-0944. No topic has been selected yet. If you have a preference, please contact Bob Brady at (610)925-1837 or mpbrady@verizon.net

April 30 – May 1 – Mid Atlantic AROC Driver School – VIR Raceway - Danville, VA

MAARC will be share VIR's challenging North Course with racers from VSCCA. MAARC will hold a driving school for *intermediate and advanced students* and—in separate run groups—the vintage racers will practice and race. For more information, see: www.mid-atlantic-aroc.org and click on the link for "Driving Schools."

May 1 - Artistry in Motion Car Tour and Show – Lancaster, PA Now in its 8th year, this event helps support the Lancaster Museum of Art. Entry forms are due by April 16th. If you are interested, see: www.artistryinmotion.org or info@lmapa.org. Or, contact Bob Brady at: 610-925-1837 or mpbrady@verizon.net.

May 1-2 – VSCCA at Lime Rock – Lime Rock, CT Vintage racing at Lime Rock in the spring. What could be more fun? Contact Bob Brady at: 610-925-1837 or mpbrady@verizon.net for more information.

*May 7-8 – Camden Vintage Grand Prix – Camden Waterfront, NJ

It's been over ten years since we've had a vintage race in our own backyard. This year, VSCCA is coming to the Camden waterfront. I am currently working with the organizers to make this an opportunity for the DVAROC to show their cars and picnic. There may be opportunities to help with the event. See their website for more information at: www.vintagegp.info If you're interested in helping or going, contact Bob Brady at: 610-925-1837 or mpbrady@verizon.net Stay tuned for more....

More Events Calendar: * Indicates DVAROC Event

May 20-22 - Jefferson 500 Vintage Races – Summit Point, WVa This is a great event at a great location. For more info see: www.summitpointraceway.com or contact Bob Brady at: 610-925-1837 or mpbrady@verizon.net.

*May 20-22 – Wheels and Wings – Millville Airport - Millville, NJ

In case you were unaware, the developer of the Virginia International Raceway is building a race track in Millville. Unlike many other stillborn race track projects, this one seems to be on track to open next year. This year, however, the organizers have asked for the SCCA Vintage Racing Group to put on a demonstration race at the airport. The demo race will be Friday night. On Saturday, there will be an extensive car show along with the air show. If you're interested in displaying your Alfa, contact me. I'd intend to do the demo race on Friday and would like to club to make a showing on Saturday. If interested, contact Bob Brady at: 610-925-1837 or mpbrady@verizon.net for more information.

May 20-22 – Carlisle Import/Kit Car Show – Carlisle, PA If you're in need of a part or even another car, spend a day, or two at this annual orgy of cars and parts. For more info see: www.caarlisleevents.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: 610-925-1837 or mpbrady@verizon.net

Winter Antidotes (con't from Front Page)

Just check out ebay on any given day. Like any hunter knows, success is best achieved through patience and persistent beating of the bushes. I speak from experience.

Back in October, while making my evening rounds of the usual internet hunting grounds, I came across a post on the AlfaBB site. A man in Maryland had a single sentence post of a '66 Giulia GT Junior for sale. Sensing desirable prey, I emailed back with the basic questions: condition, price, location, story. To my surprise, he called me just minutes later. This particular Alfa's story (don't they all have a story) was that it was purchased at a police auction. The current owner was just trying to sell it at a profit and didn't really know Alfas. I gave him the usual instructions to inspect the rockers, floors and trunk floor for rust and told him to call me with the results. I was characteristically skeptical when he reported back that the car had "no rust" but was dented on almost any panel. At that point, the gears in my head were spinning away. "This would make a great vintage racer." "It sounds like an easy project." I made arrangements to go see the car the next day and laid out the plan to turn this jewel-in-the-rough into a GTA replica in my head as I tried, in vain, to sleep.

Almost every used car purchase I've made goes through a predictable cycle of excitement, followed by disappointment. This car proved no exception. As I pulled up in the driveway, I fixated on the "stepped-on" step-nose. Inspecting the car with cold objectivity, I showed the owner the rust in the floors that he had missed. In my head, however, I marveled at what a complete and exceptionally rust-free car it was. One of its previous owners did an incredibly though job of replacing the handsome Dutch blue paint with a less-appealing powder blue.

It was a Euro-spec car, with gages labeled in Italian. On the bumper was a Navy sticker from a U.S. base in the Mediterranean. I surmised that its "story" was that it was purchased by someone in the Navy and shipped back to the United States. I wondered if it had once been stolen, as the color conversion was so convincing. The crime of it all was that most of the body damage appeared to have been inflicted recently, probably by the unsympathetic impound yard personnel.

Maintaining my stoic demeanor, I broke into negotiation mode. The owner really wanted to move this car. As I added up the cost and effort it would take to put the car straight, I silently concluded it was worth nothing. Every panel, though not rusty, needed extensive dent removal. If it was to become a race car, the Junior brakes and engine would have to go. Then, I'd still have to build a cage. In the end, I figured, I'd be no more closer to a track car with this one than I was with the project currently occupying space in my garage. I was ready to walk away. I did walk away. But, later that evening, the owner sent me an email practically begging me to rescue this car.

Separating one's self from the object of desire is the best way to avoid making an emotionally fueled decision that you'll later regret. I was home. The car was still in Maryland. My head was cool. At this point, you'd expect the story to end. But those of you who read the December La Voce, with the photo of the powder blue GT in my driveway, know there is more. Read on.

The next morning, I emailed a friend of mine who races a '73 GTV. At the track event this past convention, we both pined about racing a step-nose. I knew I'd likely pass on this car, but half-jokingly asked if he wanted it. Milliseconds after sending the note, my phone rang. "Buy that car for me!" Eliot said, "I'll pick it up from you over Thanksgiving." And so, I did.

Bringing the car home proved a bit more of an ordeal than expected (isn't it always?). The brakes were completely frozen. After removing the pads, I inserted my 12 year old son in the driver seat and told him he had one chance to hit the brakes. As we rolled the car down a slight hill towards my trailer, I hoped he'd not hit them early. "Ka-chunk," the front wheels went up the ramps. "Ka-chunk," the rear wheels went up the ramps. I yelled "Now!" And, flawlessly, Matthew hit the brakes, stopping the car in perfect position.

Once home, stayed on the trailer, providing a visual reminder to all my neighbors of my hobby-cum-obsession. Every day it taunted me. "Keep me," it whispered every time I passed by it. Fortunately for my marriage, Eliot was quick to send me a check. (Continued on Next Page)

More Antidotes (con't from Previous Page)

I admit, though, that more than a few times I was tempted to send that check back.

It was with some remorse that I helped Eliot load the car on his trailer on that November morning. The remorse was overshadowed by pleasure; the pleasure that only buying an Alfa Romeo can deliver. And, best of all, I could enjoy the thrill of the hunt without taking on another project; a tasty antidote indeed. But, like an addict, I needed another taste. I started stalking again.

As the saying goes, “When it rains, it pours.” And pour it did in December. No sooner did I send a deposit down on a GTV race car in Oklahoma, then a friend asked me to take his GTV project car off his hands. At this point, Marie was convinced that I truly lost my mind.

Fortunately, or unfortunately, the “gift” GTV turned out to be destined for recycling into Hyundais. It did provide some entertainment as I sliced and diced it into trash-can sized morsels. (See “Dissecting a GTV” in this *La Voce*)

The race car, on the other hand, provided a satisfying helping of “buyer’s elixir.” I’ve even stopped looking for another... for now.

Get Connected To put it politely, winter is not the most active season for the DVAROC. During those months, one may find it difficult to connect with like-minded Alfisti. To alleviate that isolation, we now, through the miracle of technology have many other ways to share all things Alfa Romeo. Newsgroups and bulletin boards focused on Alfas abound on the internet. Here is a summary of some of the better places to connect:

alfa-digest.net – This is a long-operating, global news group. Here, you’ll find owners of all post-war Alfas conversing on subjects ranging from SPICA to the origin of the AR crest. See: www.digest.net/alfa to sign up.

AlfaBB - This is a newer online community with equal breadth to the digest. It’s well organized and you can visit it without signing up for anything. Some local chapters even have their own bulletin boards here. See: www.alfabb.com

Yahoo Groups – In Yahoo, there are many Alfa-specific discussion groups. These include: alfa1900, alfaromeo750-101, giuliasuper, alfamontreal and alfaracing, among over sixty others. You can access these by going to: www.yahoo.com, selecting “groups” and searching for Alfa Romeo.

There are many other Alfa Romeo sites on the internet, one to satisfy everyone’s interest. So, if you’re not getting your fill of Alfa discussion at home, try an online newsgroup.

Update Your Garage Winter is the perfect time to renovate your garage. After all, a neat, well-designed garage makes working on, or just admiring your Alfa that much more pleasurable. If you’re more ambitious, you might even consider a lift, entertainment area or wet-bar. Of course, if you do all that, you should probably include a cot to sleep there when your spouse kicks you out of the house! I, myself managed to finish the ceiling and walls of my big garage over the last few months. This is something I should have done years ago, before I stuffed it full of “rare and valuable” Alfa Romeo spare parts (*translated – junk*) Now, I’ve got a garage with lighting that rivals an operating room that’s insulted and cozy. The only thing I didn’t do, but should in the future, is epoxy coat the concrete floor. Unsealed, it continues to generate dust which is particularly troublesome for painting. Nevertheless, life is good.

Read If your tendency in winter is to nest, there’s no better time to read up on your favorite subject. You can even visit a

library. I know the Philadelphia Library even carries Fusi in their collection.

If your attention span is as short as mine, perhaps magazines are the best choice. Recently, the subscription cost for Motorsport, one of the best-written auto-related magazines (in my opinion), came down significantly. Best of all, since it now comes to my doorstep, I no longer have to hunt around bookstores to find it.

Okay, if your attention is really as short as mine, perhaps watching is more palatable than reading. If so, there are lots of excellent DVDs available to ossify your brain. Among the best is the Victory by Design series. I’ve also just read that *Rendezvous* the short film of a Ferrari blasting through the streets of Paris has just been released on DVD.

Exercise Your Alfa I know, winter is the time of year to keep our prize Italian treasures under warm wraps, away from all that nasty road salt. While that idea has all the best intentions, it actually causes some problems. I’ve found more issues arise in my Alfas from sitting around unused than from daily flogging. Brakes, in particular, seem to fail from lack of use. Even my Sprint’s brakes recently went to the floor after sitting in the garage for a few months. The other, more serious issue is your state of mind.

My GTV had been sitting in the garage since the fall tour. Sure, I moved it thirty feet every other weekend to work in there, but that was no substitute for a good run. Eventually, all those extra short trips took their toll on the battery and plugs. Even with a recharged battery it just wouldn’t fire. Finally, a few nights ago, I could stand it no more.

After about ten minutes of coaxing that fuel-injected twin-cam to life, I hit the road. I had forgotten how satisfying driving that car is. I couldn’t believe how strong it felt; maybe it was the cold, dense winter air that boosted horsepower. My body felt connected to the machine like no modern car can duplicate. The front tires felt like extensions of my hands; the rears like my legs. Pulling away from a traffic light, its tach needle spun past 7000 as the rear tires couldn’t find grip on the cold asphalt. It was lunging forward in a full side-step. Grabbing second gear, the rear squatted, finally biting into the road. Some more wheel correction and I was on a straight heading. The grin on my face hurt.

I continued blasting down the winding two-lane roads, the road lights punching through the darkness. Drifting through turns, the little red GTV screamed in delight. Eventually, I made my way home, back into the cozy garage. My GTV was happy. It’s plugs were clean. Its oil was free of condensation. Its battery was once again charged. My battery, was also charged, for the first time in months.

We all have the perfect antidote to the winter blues. It’s called an Alfa Romeo. Use it now, before you need a prescription to drive one.

Dissecting a GTV

Bob Brady

Not long after the GT Junior left my driveway, a friend of mine contacted me about his stalled GTV project. It had been stored at his parent’s house for a few years and his father had ordered it to go. Not knowing anyone else who would be so

foolish to take this stray car home, he contacted me. In a moment of stupidity, I accepted the offer to come take it away.

I should know better. I should have suspected that the car was a major project. No Alfist *gives* away any car that is even remotely restorable. Not surprisingly, my rosy aspirations for the car were again dashed to bits when I picked it up. There was almost nothing salvageable on it. A victim of some very questionable body work in the rear, it had nearly ½” of Bondo in places. What wasn’t made of Bondo was thoroughly rusted. My friend had started restoring the car, but stopped some time ago. I think that was fortunate, as restoring this rolling piece of iron oxide was a project beyond even my very optimistic vision. At least I made his parents very happy. They even treated Matthew and me to a wonderful lunch to show their appreciation.

As soon as I unloaded the “rust queen” into my garage, I broke out the air chisel, oxy-acetylene torch and other implements of destruction and started cutting. Like a skilled surgeon (or maybe more like a butcher), I systematically carved it up. Even though much of the body was toast, it did have some sections worth keeping. So, the attic above Marie’s garage now houses a complete collection of GTV body panels, waiting to be thrown out when we move again.

I also squired away the mechanical bits, even though I really don’t need yet another GTV rear axle. I also kept all those “rare and valuable” pieces of trim and minutia that will fill boxes and never get used, as those are exactly the parts that never break or are lost. Of course, all the parts that I need for my current GTV or can anticipate needing for any other GTV I buy were missing or broken. After all, that’s exactly why you need them, because they are the parts that break!

There’s really no substitute to tearing a car apart, bit by bit, to learn how it’s put together. You really get a feel for where the weight is and for where the structure is strong, and weak. In this case, I also got to see how shoddy some body work can be done. The left, rear fender, for instance, was replaced at one time, but was poorly brazed in and riveted in place in other areas. The following pictures sequence the dissection.



Almost as it arrived, the rear valance has just been severed.



The next step was to remove the front valance and wings. I was surprised how easily the spot welds broke away with the air chisel. Note the “rivet queen” in the back, spared from the torch... for now.



With the roof and rear clip removed, it’s looking svelte. I am always amazed at how little structural support the roofs of GTVs have. I hope never to roll one.



With drivetrain, all the mechanical and interior parts removed, the remaining steel structure is ready for the junk yard. Fortunately, a guy I work with has a brother-in-law who owns a junk yard, and was willing to take the shell. Last time I did this, I had to chop it up into sizes small enough to put in the trash can. It also takes a while to get rid of the pieces that way.

Getting On The Track...**Bob's Late Christmas Present***Bob Brady*

As you might recall, I've been trying to prepare a GTV for vintage racing for a few years now. The "rivet queen" as it's affectionately known has sat essentially idle for nearly a year in my garage. This year, with Alfa Romeo being featured at the Zippo Vintage Grand Prix at Watkins Glen, I became determined to finally get on the track. In a rare flash of realism, I concluded that there was little hope of finishing the "rivet queen," so my only choices were to cut up my "nice" GTV or find a "turn key" race car.

There are always a few vintage Alfa race cars for sale. Most, however, are either on the wrong coast or are way out of my budget. A few months ago, a car that did seem to fit the bill came up for sale. While it was located in Oklahoma, it was priced right and had the advantage of being a former SCCA ITB car. Having already been a race car, I figured, it would need little to get it on the track. It also had the advantage of being owned by a well-known AROC member, so I felt pretty comfortable buying it without seeing it in person. After agreeing to purchase it, I was faced with the task of getting it home.

While I considered driving out to pick it up, I quickly realized that using a carrier would be both cheaper and less stressful. Finding a carrier was a bit more difficult. There were just too many recommendations and choices. In the end, I found that most were merely brokers and took no responsibility for shipping damages. They deferred to the actual carrier. So, I decided to cut out the middle man, and contracted directly with a carrier who came recommended by a fellow Alfa owner. The carrier, HLH Trucking did a great job and was a pleasure to work with.

Now, with the car safely in my possession, the real work has started. Those "couple of updates" have turned into a pretty long laundry list. I knew I'd need to update the cage with some extra tubes. I knew I'd need to install a fuel cell and fire system. I knew the harnesses would need replacement. But, I forgot about: window clips, the required transponder, relocating the battery, re-installing the exhaust, adding a seat back support, replacing some of the gage lines with braided ones and cleaning up the wiring, not to mention giving it a "once over" mechanically and adding the necessary numbers and graphics. I've learned the "racer's deception" of answering "Oh, about \$50" every time Marie asks how much the box delivered to the door cost. Still, I'm well on my way to having the car ready for Tech in early March, in time to attend SCCA Drivers School in the middle of March. If that goes successfully, I'm two races away from being granted a Regional license. With luck, I'll be dicing with 510s, 2002s and other GTVs in May.

Is it worth it? Yeah. Even though I haven't driven the car past my driveway, preparing it has been a pleasure. Working on a car that you don't need to drive to work is great fun, particularly if it hails from Arese. And to cap it off, I've made great friends with my neighbors who have grown to appreciate the crescendo of an alloy twin-cam.... with open exhaust. I just need to be careful I don't blow out any of their windows!



The latest GTV to enter the Brady stable. This car is loooowww

Letters to the Editor:

Verde Makes a Potent Autocrosser

Bob,

This morning I happened to read online an article you wrote about 4 years ago regarding going racing in a Milano. You concluded a Milano Verde would be a poor choice for autocrossing. I would have agreed until September 2000.

I had an Alfetta that had been built up for time-trialing. When I moved from Seattle to DC I found limited opportunity for time-trialing. Did pay for a track day at Summit Point, but one of the Koni shocks collapsed and I ran my street car, a stock Verde, instead. Was surprised at how well it did.

When I was transferred from Virginia Beach to New Orleans (was a senior Navy officer, thus all the moves) I left the Alfetta behind for the 1st few months. Decided to run the Verde in a local event in G Stock. I'd told my son the Verde would suck at autocross because it was too heavy, had too much body roll, and was geared too high. To my surprise, it did well. As well as my highly modified Alfetta would do but, with much better brakes.

Competed successfully the next year in STS, which is a very popular class full of rice rockets, but limited to street tires. Allowed me to do stuff to the engine. Went with IAP headers and Zat AFM and ECU. Nearly always got 1st or 2nd out of 8 to 14 cars. Only suspension mods were a thicker front sway bar and shortened rear springs. Then I bought racing rubber and went to DSP. Only 2 or 3 cars in that class, and I always won. Felt the suspension was limiting me, though. A friend said that under heavy braking I went way negative on camber.

Researched and decided I needed the Ron Simons suspension, which would move me to the very fast Street Modified class because of coil-overs. Didn't think the Milano would compete, but I wanted to be faster anyway. Installed the system and built the engine for torque. Used S pistons and S cams, and mild porting by Sperry. Bigger injectors from Greg Gordon. Poly bushings for the sway bar links from Performatek. Glass packs and nothing else behind the headers helped after the bigger injectors were installed...up to then the car wanted a restricted exhaust. To save on insurance and tires (running 3 degrees negative camber) I bought a trailer and quit driving on the road. Besides, it only has about 3 inches of clearance for the exhaust.

(Continued on Next Page)

Letters to the Editor (Con't from Previous)

Also had Richard Jemison build up the transaxle with lightened gears, a 4.10 LSD set up at 50% lock, and a lighter clutch disk.

Campaigned for 1/2 year in Street Modified at events in New Orleans and Baton Rouge. To my surprise I was always one of the top 5 out of 50 to 120 drivers, and always 1st or 2nd in Street Modified. Since most of the competition was running forced induction or running big HP V-8s, I knew I needed more HP to keep up. And to compete nationally.

Yesterday was my first event with an Eaton supercharger. Was a very tight course. Could not get into 2nd gear on 1st run. On 2nd run I posted a fast enough time to lead the class, but apparently bent a rocker arm, as I noticed the ticking right after the run. Will have to replace the shifter rod and the rocker arm in the next few weeks.

Like you, I never thought a Verde could be a good autocrosser. I was wrong! Will have the car at the 2006 AROC convention. Seattle is just too far to tow it.

Sincerely,
Bill Sims
Mandeville, Louisiana

Bill,

Thanks for the note. I suppose that's the danger in publishing one's opinion. It's been a few years, but my guess is that my reasoning why I thought a Verde would make a poor autocrosser was mainly the gearing... too high. It sounds like you've really transformed yours into an animal.

Thanks for the write-up. It makes me miss my Verde all the more.

bob

Bob,

Per the email I sent, I would have agreed 100% with you a few years ago regarding a Milano as an autocrosser, so what I sent was not a criticism at all. Just something I thought you might be interested in.

As for the gearing, I'm not so sure my going from the 3.55 to 4.10 makes all that much difference. On some faster courses it hurts my times when I have to shift to 3rd.

Will be ordering custom wheels tomorrow to get all that power to the ground. All this for a bunch of plaques! But I enjoy the rush of driving the car so much that it's worth what I've spent. Next year I'll be looking for carbon fiber hood and fenders. Can only spend so much each year....

Sincerely,

Bill

Bill,

You might be vying for the fastest Milano in the US. There was a guy I used to time trial with who had a very tricked out Verde. He broke the crank at Watkins Glen. I haven't seen that car since.... a few years ago, now.

bob

Bob,

Right now it has to be one of the fastest that is technically streetable. There was a beautiful black '74 GTV that Keith Magnuson developed in his Alfa shop in Seattle. Turbocharged and nitrous gave it 300 crank hp, which is very close to my hp. But his car was about 350 pounds lighter! On the other hand, he got 300 hp only with nitrous, which usually blew the head gasket after a few uses. I'd guess he was about 240 hp without nitrous, so the power/weight ratio was about the same.

There are plenty of road race Alfas out there that would kick my butt, including a host of them in Europe that are Milano/75s, on a road racing course. But they might not beat me on an autocross course.

Bill



It's not every day you see a 1900 on ebay.. yes, ebay.

La Voce - is attempted to be published six times per year, in: winter, spring, June, July, September and December

Commercial Ads should be coordinated through Bob Brady.

Rates, per edition, are:	1/8 page - \$ 20
	1/2 page - \$ 60
	full page - \$100

Classified ads are free to DVAROC members.

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

Send La Voce submissions to:

Bob Brady
105 Spottswood Lane
Kennett Square, PA 19348
(610) 925-1837 (eve)
(610) 925-1839 (fax)
(302)366-0500x2814(day)
mpbrady@verizon.net

Alfa as Hot Rod

Bob,

Hello. Having worked for Alfa Romeo, Inc. for about 11 years in Englewood Cliffs and an additional 2 years for ARDONA in Orlando, (Chrysler – Fiat Partnership) all between 1978 and 1991, I am privileged to have worked with some of the finest, most talented individuals I have ever worked with in almost 40 years in the industry.

My first boss and a person I really admire for his design, engineering and motorsport and fabrication genius and enthusiasm is Don Black the U.S. Engineering Office Director at ARI. whom later went on to Fiat R&D in Dearborn and I trust is now enjoying retirement in Florida.

I worked directly with Don and the Emissions and Safety folks including Design and Certification Engineers in Arese. My Job for my first 6 years with Alfa was EPA/CARB and DOT certification. (i.e. getting the cars certified). This includes: 115, (Spider) 116, (GT) and 119 (Alfa 119 / Alfa 6). As a result of all of the above, I actually 'walked' the Alfa 6 Emission Data Vehicle (and numerous others Spica, L-Jetronic, etc. vehicles) through the Cert. process and EPA's Lab in Ann Arbor to certify the engine family for the GTV6. (Milano and 164 Cert was all based for the most part on the Alfa 6 'worst-case scenario' under EPA /CARB Cert. and Carryover Regs.) Long story made short, after mileage accumulation, testing, usage by various executives at ARI, the car (along with others) was dismantled as per EPA /customs regs. Some of the stuff was used for training, some crushed, some scrapped etc. Sometime before the move to Orlando, I obtained the 2.5L V6 for 'some future project'.

That was back in '89. Finally after numerous moves, and 3 more car companies later, I started on the project in August of '04 by pulling the engine out of storage, getting it on my engine stand and beginning my work. I am a hot rodder / ex-drag racer ('63 Plymouth 426 Wedge at Englishtown) /ex-Chrys-Plymouth Tech. all prior to my OEM experience, (which started as an Emissions Technician with VW of America in '73) and have had my Austin Healey 3000 since '75, and also have a '61 Corvette but the A.R. V6 is for a Hot Rod. (shocking, to most British, Italian, and Corvette folks I discuss this subject with!)

Car: TBD but likely a Ford 'T' or 'A' - based car / 40's-50's style. As I told Bill when we met at a show in Wayne NJ last summer, "How many people do you know that is a hot rodder that worked for Alfa for 13 years and has an old AR V6 engine 'lying around' ? Bill was shocked I think, in addition to also hearing me say "Nice Alfetta" when I parked next to him with the Healey, and when he saw my Milano Luggage and pristine Milano Tool kit, with white, never used AR Gloves, he almost 'flipped' !!

Engine: To be carbureted not L-Jet. details TBD but likely American (yes American!) carbs / multiple / period style / etc.

Trans: ZF 3HP 22 (Yes, bolted to engine /no transaxle!)

Here are a few photos for now. PLEASE NOTE: I am currently looking for an Ignition coil /amplifier and 'trigger box' (ign. control unit) that will work with this distributor (Bosch), which as I recall, was the same used on early GTV6's. Can anyone confirm this, sell me them, parts cheap ? And, by the way, does anyone have an early GTV6 wiring diagram showing Battery, starter, ignition primary and secondary etc? (power supply diagram) Looking forward to more communications and info exchange!

If anyone has any info , comments, questions etc. 'e' mail is the best way to communicate with me. If a phone call, please leave a detailed Voice Mail for me and or a fax and I'll get back to you or them ASAP

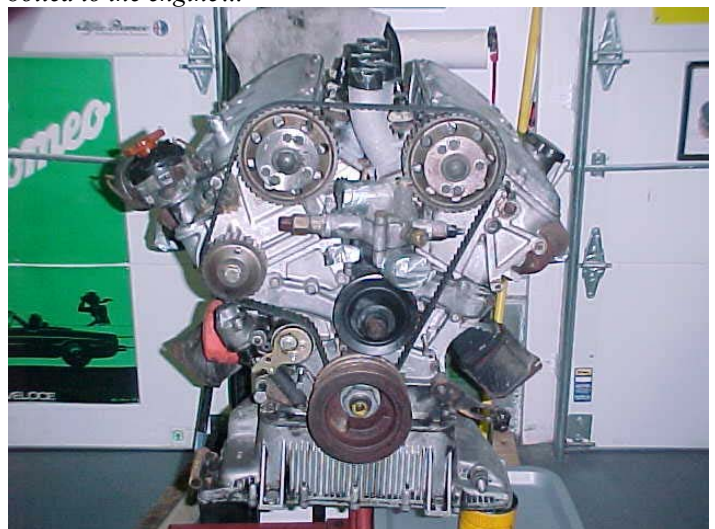
All the Best for now!

Hank Bernstein

Hank.Bernstein@audi.com



Hank's V6 sees sunlight, once again. Note the transmission bolted to the engine...



Hank's V6, clean and shiny, awaiting a proper body to make it's home

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

<p style="text-align: center;">January</p>	<p style="text-align: center;">February</p> <p>24-27 - Atlantic City Auto Auction, Atlantic City, NJ</p> <p>27 – DVAROC Winter Lunch – Cafe La Fontana, Hatboro, PA</p>	<p style="text-align: center;">March</p> <p>11-13 –Amelia Island Concours d' Elegance, Amelia Island, FL</p>
<p style="text-align: center;">April</p> <p>2-4 - COMSCC Time Trials, Summit Point, WV</p> <p>9 - DVAROC Tech Session – Nick Falcone Enterprises, Bala Cynwyd, PA</p> <p>30-1 Mid-Atlantic AROC Driver School, VIR Raceway, Danville, VA (www.mid-atlantic-aroc.org)</p>	<p style="text-align: center;">May</p> <p>1 – Artistry in Motion – Lancaster Museum of Art Car Tour and Show – Lancaster, PA Contact: (717)394-3497 or Lmart@mindspring.com</p> <p>1-2 – VSCCA Vintage Racing - Lime Rock Park, Lime Rock, CT (www.vscca.org)</p> <p>7-8 Camden Vintage Grand Prix - Camden, NJ (www.vintagegp.info)</p> <p>20-22 – Jefferson 500 Vintage Racing – Summit Point, WVA (www.summitpoint-raceway.com)</p> <p>20-22 - Wheels and Wings (Vintage Racing and Car/Air Show) - Millville Airport, Millville, NJ</p> <p>20-22 – Carlisle Import/Kit Car Show – Carlisle, PA (www.carlisleevents.com)</p>	<p style="text-align: center;">June</p> <p>TBD – Alfa Romeo Swap Meet – Autocraft – York, PA (717-741-0460)</p> <p>12 – New Garden Air and Car Show – New Garden, PA</p> <p>19 – Concours of Eastern US and Tour – Bethlehem, PA</p> <p>29-30 – COMSCC Time Trials – Watkins Glen, NY</p>



La Voce
c/o Robert Brady
105 Spottswood Lane
Kennett Square, PA 19348

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