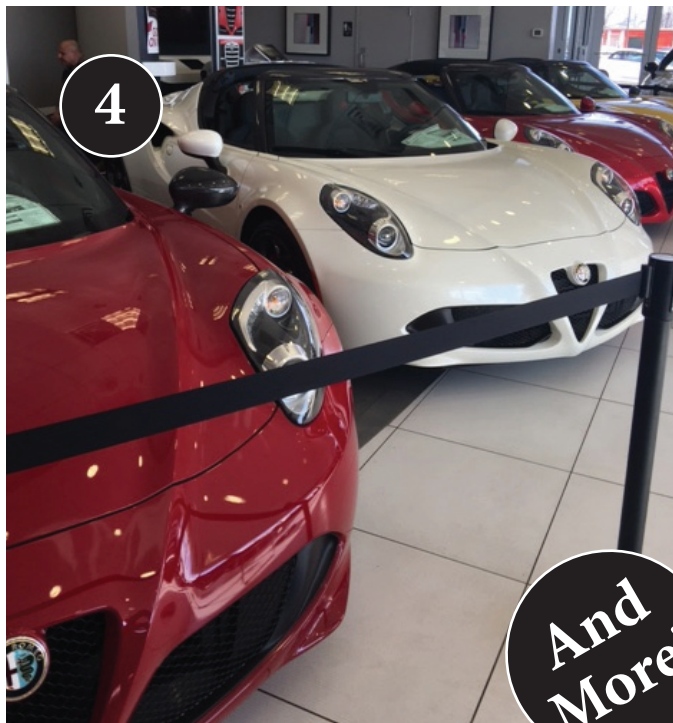




La Voce

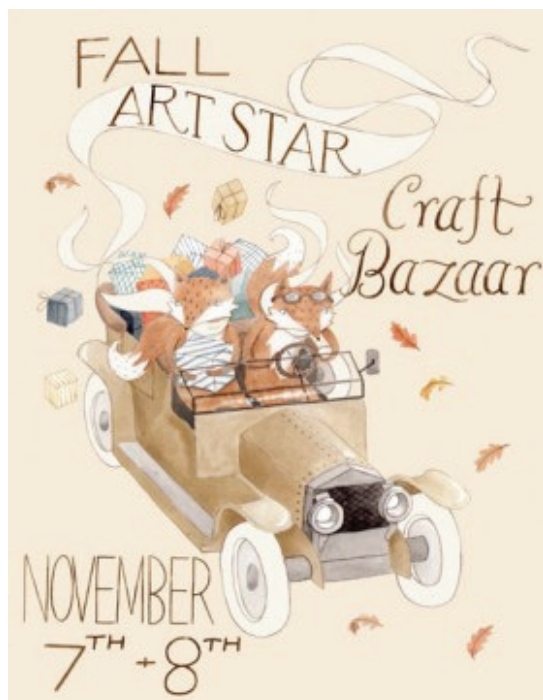
Winter
2015

Newsletter of the Delaware Valley Alfa Romeo Owners Club



**And
More!**

SIMEONE FOUNDATION AUTOMOTIVE MUSEUM



The first weekend in November was the Fall Art Star Craft Bazaar at the Simeone Foundation. There were exhibits, crafts, activities, beer and munchables throughout the exhibits. The crowd was a mix of craft-savvy families and die-hard motorheads all having a great time!

This January (2016) we'll be heading back for the next Demo Day:

VITTORIO JANO AND THE GREAT ALFAS!

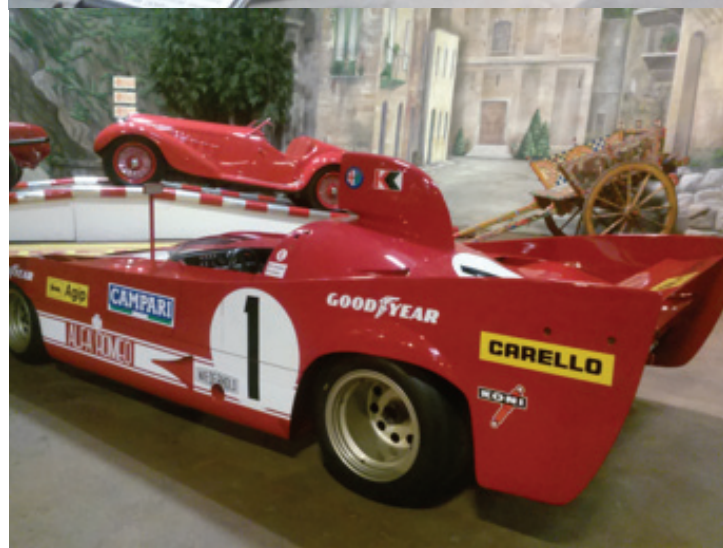
January 23, 2016 from 12:00 PM - 2:00 PM \$12

Featuring:

1933 Alfa Romeo 8C 2300 Le Mans
1933 Alfa Romeo 8C 2300 Monza Spyder
1937 Alfa Romeo 8C 2900A

<http://tinyurl.com/gwgwlc4> for details.

Assembled over 50 years by Dr. Frederick Simeone, the Museum contains over 65 historically significant cars including Ferrari, Alfa Romeo, Bugatti, Mercedes, Jaguar, Bentley, Porsche, Aston Martin, Corvette, Ford and more.



2015 Rose Tree Park Italian American Heritage Festival



What a great way to spend a sunny day in the park with a Alfes, FIATs, Maseratis, Ferraris; vendors, live music, spectators and family entertainment. Free parking for Italian cars on the showroom grounds.

Our own Pat Carzo organizes The Italian American Heritage Festival in June at Rose Tree Park. A dazzling array of automotive delights! Great Job Pat!

And the 2015 winners are...

Best of Show: 1982 Alfa Romeo Spider, Owner: William J. Conway

People's Choice: 1970 Fiat 500, Owner: Mike DiGiandomenico

More than 30 unique and antique beautiful Italian cars were on display at the 2015 festival challenging festival goers with a difficult choice for the Best in Show and the People's Choice awards! From the 1970 Fiat to some remarkable super models to the newest Fiat models, a bright display of Italian automotive design delighted the crowds.

The 2015 exhibition of Italian cars included: Alfa Romeo, FIAT, Ferrari, Maserati & Lamborghini. Bring your special automobile to the 2016 festival!

Charities supported from the proceeds include:

Associazione Regionale Abruzzese Delco, Don Guanella Village, a group home program for boys and men with developmental disabilities, Widener University, Italian studies program-Grants to High School & College students studying Italian language and culture, Medical expenses to assist people with long term illnesses, Knights of Columbus charities to purchase wheel chairs for the needy, Neumann University Scholarship program, Children Hospital Cancer Research, St. Mary Magdalen Education and charities, Sponsor of youth soccer teams, Saint Anthony Society of SW PA, Coaches for Cancer/American Cancer Society- National Association, Companions of Saint Anthony Ellicott City, MD, Divine Mercy Parish, Philadelphia, PA, Father Chuck's Challenge, Norristown, PA, Our Lady of Calvary Parish Philadelphia, PA, Saint Anthony School Philadelphia, PA, Friendship Circle Senior CenterEast, Lansdowne, PA, Ricky Borracini Memorial Fund, Philadelphia, PA, Saint Barnabas Parish, Philadelphia



LA VOCE

spring 1982 vol.3, no.2
"delaware valley alfa romeo owners club"

PRESIDENT.....	MARK MERRANER (215)348-1789
VICE PRESIDENT.....	BILL MERRY (215)576-5253
SECRETARY/TREASURER.....	PEARL OWEN (609)737-3698
MEMBERSHIP.....	VIC COMMUNE (201)521-3427
LEGAL COUNSELOR.....	STEVE S. FRIED (215)507-5070
PARTS.....	DAVE WEST (215)353-1621
La Voce EDITOR.....	RUTH WOLF (215)473-1290

La Voce is published 4 times a year by the Delaware Valley Alfa Romeo Owners Club. Subscription included in the \$28. yearly club dues, for both local and national affiliations.

COMMERCIAL ADVERTISING

Commercial ads in LA VOCE are needed in order to supplement DVAROC income and finance such ventures as this newsletter. Rates are for inclusion in 4 quarterly issues (one year), and account paid in full before publication.

One-quarter page.....	\$ 75.00
one-half page.....	\$140.00
three-quarters page.....	\$200.00
Full page.....	\$250.00
Business Card.....	\$ 20.00



THE WAR AGAINST RUST

by TOM DUCIBELLA

The rust problem is self explanatory and I hope the approach I have put forth is also clear. After reading it, I think you will agree that this is not a quick do-it-yourself-overnight approach. On the other hand, with a garage, minimal equipment and a few inexpensive chemicals, professional (or better than professional) results can be obtained with patience and a craftsmanlike approach.

The chemical method gets inside panels where blasters can't reach, and removes deep pits which surface grinding does not remove, and several years later returns as bubbles in the new paint. I have spent considerable time pioneering this process in bringing my Fiat Spider's body and frame to virtually rust-free original condition (dispite its need of a new paint job). After 90,000 miles and 8 years without a garage (6 in New England) my '71 Spider has original rocker panels. The last two years I have been fortunate to have a garage and, while others were autocrossing, I was working out the derusting process and applying it to the Fiat and '74 GTV.

You're probably wondering why someone would be crazy enough to spend endless nights fighting auto cancer when I could be enjoying the vehicles. Perhaps it is my desire to cure rust once and for all (at least structural rust), or have the cars buried with me after a ripe old age, or my biochemistry background (part of my job), but it happened this way and here are the results.

As far as undercoating goes, I've got a lot of my own methods (not discussed here), but I think Bob Rupp's Approach sounds good, and (although previously published in VELOCISSIMA) would complement and extend the rust prevention described here.

The rusting of steel takes place most rapidly at normal temperatures when it is allowed to proceed as an electrochemical reaction. What would cause your Alfa to rust; driving in dry Arizona or driving in the surf along Daytona Beach?

A storage battery uses an electrochemical reaction to operate, the corrosion of an automobile follows the same principles. A battery needs water and sulfuric acid, rust needs water and road salt and exposed metal.

I.

CAUSES OF RUST

A. MOISTURE. Remember moisture not only comes from driving in wet weather, but also from washing your car too often and condensing every evening. (If you can't afford a garage, get a car cover: it's the only garage you'll ever have a chance to buy for \$6.) Those of you who really wash your car (like inside the wheel wells), check your drain holes (in spring cups, doors, and rocker panels).

B. ELECTROLYTES. (Substances which break up into ions in water) They are insidious catalysts which are not necessarily part of the rust itself, like road dirt and salt. Remember, catalysts are not used up in a reaction, but continually keep it going, for example behind the front wheel wells (have you removed those four sheet metal screws?).

News

Events for 1982 were outlined at the March 5th meeting at CASEY JONES in Yardville, N.J. 22 members attended. Dinner was pleasant and the business meeting short and to the point. An interesting agenda is planned!

NEXT EVENT *

Sunday, April 25 noon
at Belmar Alfa Romeo.
See their ad in La Voce!

Lee Hjelmsand is hosting a Tech session on
* Alfa Suspensions *
* Flea Market

This event is planned with the Alfa Owners Club of N.J.

Other Events:

June 19 Road Tour to Kempton Fair
contact Bill Mearney (215) 576-5253
meet at 2:00 at Lerna Farm Market
RT 73 & Gilberville (PA)
end for dinner at the
Kempton Inn

August New Hope Show
3 Alfa Classes Planned & Prizes
this is the biggest car show
in the area

August Annual Picnic Elections
at Pearl & Bill Owens

Alfa's Roll Pin Problem

Alfa owners are familiar with leaky head gaskets. When fixing a head roll pins are placed in the oil channels. The best fitting pins are rolled, thin walled and have a 5mm diameter. They are no longer available from Alfa.

This now becomes the Alfa Owners Roll Pin Problem. You can squeeze the 6mm roll pins to fit, if they are thin walled. If they are the thick wall kind they won't roll-up. The split pin is just a disgrace, like this entire situation!

Alfa Romance
AROC 1982 NATIONAL
* CONVENTION *
June 18th-20th hosted by
SOUTHERN CALIFORNIA
concourse * rally * banquet * seminars
time trial * endurance * relay *
Buff Cunningham Auto Museum

Alfa's Women continued...

Which brings up an interesting point. If women are jealous of Alfas, what about women who drive Alfas? Well, I think there are some women who understand that an Alfa can project and enhance their femininity. It's probable the reverse side of the gender coin from the macho-turbo 911 studs. Have you watched Pat Arther drive? Or Irene Hurlick? Or imagine Gina Lollobrigida in a Disco Volante...

That was my ultimate solution, too, for domestic tranquillity. I sold the S.S. and traded M's rusting NOVA for an Alfa Romeo with whom I have tried not to develop too intimate a relationship. But on occasions when we take M's car, I can't help twirling that lusty 2 liter engine and joyfully twirling that wiggy DeDion rear end around tight corners. M. sees through my dead pan, though. "Let's not get too gay with MY Alfa," she says.

My own Alfa is still that old 1958 Spider which sits on her hallowed side of the garage. Because she's now on the concourse circuit, her curves are usually under a car cover. But that doesn't stop me from pausing as I pass. Most females look even sexier when draped a little.

Oh, yeah, one thing more. I have seen M. a couple of times just standing in the garage staring at her Alfa with that familiar bemused look. The ingratiating Alfa magic is working. But not entirely.

The other day I was reading a copy of the Ohio Chapter's newsletter. When M. spotted the title, she went into hysterics. They call their newsletter "The Alfaish".

THE COMPLETE PASSENGER

By Jean Frazier - Overheard Cams (1980)

Much has been written to help the Alfa driver, but too little attention has been given to the skills required of the Alfa passenger. More than a year of commuting to work in an Alfa has given me some indication of the stringent requirements for the successful passenger, and I will try to list the most important here.

A passenger should have some familiarity with Alfa engines (not motors) and be able to use the proper technical terms. Some terms are: Dual-overhead, Weber, all aluminum, camshaft, all-synchro, carburetor. These words can be used in any combination in any order.

Other specialized vocabulary is unique to the Alfa experience. For example, Alfa drive fast and pass other cars on impossibly curving roads. This is NOT reckless driving. It is demonstrating superb handling qualities. Do not scream or clutch convulsively at the door, all quietly, holding your breath if necessary. If the car passed is worthy of notice (i.e., a Porsche), a quiet compliment to the driver's skill is in order. If the passed car displays a siren and flashing lights as it overtakes you, absolutely no words or changes in facial expression are allowed.

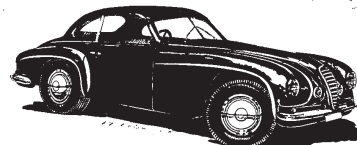
Alfa drivers do not race; they go to driver's school (track racing) or on tears (road racing). Driving school is solely devoted to improving each driver's skill ("...and then I finally passed him in the last curve.") Similarly, they do not race on the road; the cars on a tour just have to accelerate to keep the car ahead in sight.

As an Alfa passenger you may be unexpectedly required to use your own car. Never comment on this. (what? it's in pieces in the garage again?) simply say slowly to yourself the following sentence: Precision instrumentation requires careful maintenance. Precision instrumentation...

Alfa drivers take great pride in the insignia of their elite group. The crest (the dragon eating the little man) may be found on the dash, the key case, the steering wheel, the gearshift knob, the floor of the trunk, the windshield... and on some models I suspect the lighter burns that pattern. Also, the quadrifoglio (the four-leaf clover) is the symbol of Alfa racing and may appear anywhere in or on the car. Notice these and ask for their history. Never comment on them.

These hints may seem unnecessarily complicated to the beginning Alfa Passenger, but all can be summarized into one rule: It is absolutely impossible to pay too much attention to the car or the driver. No detail should be beneath your notice or vocal appreciation, from the rows of unlabeled toggle switches to the wonders of the cigarette lighter. An occasional "oh, wow" will get you started, but with these helpful hints you should be well on your way to imaginative compliments. No matter how silly you may feel sighing over a clean engine, you will have the satisfaction of knowing you have reached sophistication as an Alfa passenger.

courtesy
Scenarist.comcity



C. ACID RAIN. Accelerates the rusting process and also reacts directly with the metal. Now will you buy a cover?

D. STRESSED METAL. Stressing (bending) provides a greater surface area and corrosion proceeds much faster (as in the back side of dented sheet metal where it is not so obvious, esp. to body shops to repaint).

E. POROSITY. Unfortunately, rust is porous allowing further rusting underneath the obvious. Metal can be completely rusted through before any holes appear.

F. ABRASION. Obviously exposed bare metal to the elements: Why do you think Ziebart wants you to come back every two years - those wheel wells.

G. DISSIMILAR METALS. Dissimilar bare metals in direct contact or indirectly by moisture accelerates the rusting process. Sounds obscure until you look at all '75 Alfettas where the metallic window trim abuts the body panels (like the narrow sills under the windows). Cancerous bubbling rust is working its way out underneath the paint. In all likelihood, the paint was scratched when the trim was applied.

II.

FIGHTING BACK

Getting rust before it eliminates your rocker panels, jack points, front spring cups (gentlemen, check you drain holes). Pre '75 GTV owners, are your door handles secure?

What to do about auto cancer; eliminate it before it spreads.

A. GRIND IT OFF? Wire brushing and sanding give deceptively good looking results. Why? Rust does not penetrate uniformly: these methods grind off surface rust, but leave the pits filled with rust. These tiny craters filled with rust and moisture continue the rusting process even after the metal is repainted.

B. DIPPING: The other extreme. Few of us use it, but some of us consider it. KILL ALL the rust by dip stripping an appropriately gutted car for a complete restoration.

C. SANDBLASTING: This is a great way to produce bare metal quickly. Most of us head to the local monument works, except in heavily populated areas where some 'blasters' specialize in cancerous cars. You can rent a unit, but you'll need a sand box so you won't end up with a sand dune in your yard. You will also need a lot of protective gear. Be aware of some of the limitations, such as:

1. Fine sand will penetrate virtually everywhere, unless you are ultra careful. Sand will lodge in door hinges, locks, window mechanisms, suspension and brakes (not to mention the engine compartments and your underwear).
2. Access problems in tubular or boxed frames (the back side is just as important as the front) and inside hard-to-reach spot welded seams. If rust has not provided access for a blaster nozzle, use a 2-3 inch cut hole saw (molybdenum steel, not softer metal ones commonly available; they are for wood).



- Care should be exercised in regulating pressure: Too little - incomplete removal in 'the pits'; Too much - warping and a deeply pock-marked surface which is undesirable on outer body panels and doors.

D. ACID CLEANING: Industrial cleaning involves sequential dipping in hot 5-20% sulfuric acid, and 2% phosphoric acid baths (water washing in between).

A short-cut most of us can use is the phosphoric acid treatment alone. The dilute solution described below is relatively non-toxic, easy to keep in a 5 gal. plastic pail (keep tightly covered), inexpensive and long lasting. This solution cuts through oil and dirt, but will not harm paint. There is no danger of over-treatment (it cannot dissolve metal).



TO DERUST

- Use 6% H₂PO₄ in water. A 5 gallon bath costs about \$15. when you buy a quart of 85% concentrate (laboratory grade, not Analytical) from Fisher Scientific Co. (see yellow pages in New Haven or Boston under Chemicals)
 - Tie a string to your parts and immerse overnight or until rust is gone and a gray coating is apparent.
 - Rinse in HOT water and DRY immediately.
 - Paint. Use a primer appropriate for your finish coat. RABE has Alfa colors in aerosol spray cans; acrylic laquer.
- Use this acid solution inside doors, frames and body panels where the blaster can't get. It is also great for rusty floors (have you checked under the insulation on the floor of your Spider?)
 - First calk all rust holes, drain holes, and seams where the acid can leak out. Use DOW Corning Silicone Rubber Sealant (#8642; formerly #732-BLII) which is unaffected by acid, adheres to just about anything and never hardens. It comes in a large 10.7 oz. tube for a standard calking gun.
 - Place a large plastic drain pan underneath to conserve acid on case of leaks.
 - Fill with acid. Drill 3/8 inch holes above if necessary.
 - Leave 1-4 days depending on the severity of rust and temperature (the derusting reaction is temperature dependent). An 180° F. increase in temperature doubles the reaction rate. I have used an inexpensive J.C. Whitney dipstick oil heater as a source of heat.
 - If leak develop (the acid is doing its job or you did a sloppy job calking), calk the pin holes.
 - Remove calking, drain, and save acid.
 - Immediately rinse the entire cavity with HOT water; this removes the excess acid. Now, remove the water with alcohol. Use a plastic spray bottle to apply 70% isopropyl alcohol or better 95-100% Alcohol (e.g. methanol, ethanol). Water is soluble in the alcohol and is removed. If you can't thoroughly wash a cavity with alcohol, don't worry but do get a blow dryer in there.
 - Dry and drill drain holes where necessary (esp. when the factory ones are not at the lowest points).
 - Spray with red oxide primer or Ziegler using bent spray nozzles (bent straight ones over a low flame).
 - Do not allow acid bath to freeze (in detached garage) in winter; the phosphate will precipitate.

THE STATE OF THE ART

Alfa Romeo
in Belmar, N.J.



Sunday
April 25
noon
Tech Session
+
Flex Market

Belmar Alfa Romeo is concentrating on being a good Alfa Service Center, a New & Used Alfa Dealer, and a fine Body Shop and Restoration Specialist.

Belmar Alfa Romeo

500 Main St., Belmar, N.J. 07719
(201) 681-8282



* Classified *

For Sale: Alfa Accessories
fits all 2000 spyders
Daytona wire wheels w/ kick off hubs
tires - luggage rack - mirrors
ivory hard top w/ moon roof
Call Dan Rossi, days 687-0231

TWO LITER CRANKSHAFT PROBLEMS

A crankshaft is made so that it is hollow. This is necessary so that oil can be delivered from the primary main bearings (1,3,6) to the secondary main bearings (2,5) and to the big end rod bearings. In fabricating these oil passages in the crankshaft, it is necessary to have external holes in the crankshaft. These holes are plugged with aluminum plugs and then the crankshaft is peened to hold the plugs in.

With late model 2-liter engines, Alfa uses a special process on its crankshaft called nitriding. This process results in the outside 5-7 thousandths of an inch of metal being extremely hard, which gives excellent bearing wear. However, it makes it very difficult to make the peening operation work. As a result, one or more of the six plugs can fall out. When they do, oil gushes out this hole instead of going to the bearing surface it is supposed to be lubricating. If two fall out on opposite sides of a secondary main bearing, then that bearing will run completely dry, with results that you can well imagine.

An indication that this is happening to your engine is low oil pressure. **DO NOT IGNORE LOW OIL PRESSURE.** If the pressure is 10-15 pounds at idle then **CHECK IT OUT.**

Next month I will tell you what to do if you have low oil pressure or if you have ignored it (as I did). The month after that I will give you some additional data on oil pressure sensors and how to check them out.

Burnell Curtis
Scuderia Corriere

* Classified *

Jack Speidel has FREE to any one who wants to pick up Black 72 Berlinga Interior (215) 945-8235, in Levittown, PA.

For Sale:

64 spider body - Shell - \$200
67-1600 GTV running w/ rust \$1000 → make offer
71-1750 GTV needs assembly \$1200
no rust, needs FIPump
Jerry Burns, Wilmington area
(302) 575-3741
(301) 478-1051

Mark Meraner still has 73 spider parts (215) 848-1789

(717) 964-3016

RICHARD J. HARRIS
CONSULTING ENGINEER

PE/FASCE

P.O. BOX 126
MT. GRETTA, PA 17054

It is through advertising that La Voce is published. Support La Voce's advertisers and advertise your business in La Voce



YAVORSKY

- Naval Jelly is good for small jobs. It utilizes phosphoric acid but has the disadvantages of quickly drying out and being expensive. It is handy for derusting after wirebrushing to get rid of the 'pits'. To eliminate the drying problem, always cover naval jelly with plastic wrap. On vertical surfaces, make a pocket with duct tape and plastic wrap and fill with naval jelly. I highly recommend using rubber gloves when working with acids or jelly.

GOOD LUCK!!! Call Tom if you have questions. 617-244-0960

Alfa to lay off 40,000 workers

By James Buxton in Rome

ALMOST all the 40,000 people employed by Alfa Romeo, the Italian state-owned car maker, are to be laid off for three weeks from January 18.

The three-week lay-off is seen as marking the first phase of a plan by Alfa Romeo to lay off the whole workforce for up to a third of the year.

Last November the company indicated plans to lay off about 14,000 workers for the whole of 1982, and negotiations on future lay-offs are continuing.

An agreement was due to be signed last night by management and unions to put into effect the first stage of what Alfa Romeo believes is necessary to deal with what it called a "state of crisis".

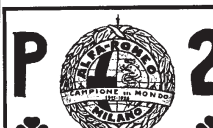
The company says that without the lay-offs - which are about 50 per cent subsidised by the state - losses in 1982 might total L200m (\$220m), about three times the deficit for 1981.

It has revised its production plans for 1982 downwards by 30 per cent from 250,000 vehicles to 170,000, compared with the 1981 output of about 200,000 units.

Alfa Romeo believes that if nothing is done to halt the losses the whole medium-term recovery strategy of the company - which is based on new models, a joint venture with Nissan of Japan and co-operation with Fiat - would be in jeopardy.

The lay-off of almost the entire workforce will help reduce stocks of small cars at the company's plants near Milan and Naples. The unions fear that the company wants to use the lay-offs to achieve permanent reductions in the workforce, as Fiat, the main Italian car maker, did in 1980.

1-20-82
Financial Times
of London

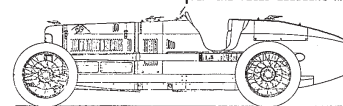


By Julio C. Ramirez
The date was September 1923 ... Ugo Sivocci, a promising young Alfa Works driver, had just been killed as a result of a crash while practicing for the European Grand Prix at Monza. As a respectful gesture, all P2's were pulled from the race, thus eliminating all chances for an Alfa Grand Prix win once again. Giuseppe Meroni was on his way out as head of Alfa's racing effort. Nicola Romeo was convinced, by now, of the value of Grand Prix success as an aid to sales - he knew he needed a winning GP car and he needed it now!!!

Enzo Ferrari was chosen as emissary, but it took a second trip to Turin by team manager Giorgio Rini before Jano finally accepted Nicola Romeo's offer. Within the week, Jano was hard at work designing the car that would put Alfa Romeo back into racing history.

The P2, as it was to be called, was a two litre, straight-eight, supercharged missile. The car was secretly set up at the Portello Works and then suddenly appeared in the 200 mile race of the 2nd Circuit of Cremona. It not only beat the pants off every competitor in that race, but went on to win its very first Grand Prix, that of France at Lyons, driven by Campari. It fared even better in the Italian GP with Ascari, Wagner, Campari, & Minola scoring an epic 1-2-3-4 victory.

In 1925, P2's took first & second in the European GP at Spa, Belgium, and would have won the French GP as well if it hadn't been for the fatal accident which



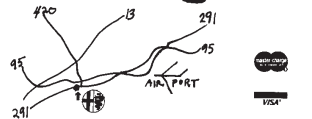
A change in management was evident and the only man in Italy who could fulfill the position vacated by Meroni was Vittorio Jano. There was only one problem - Vittorio Jano was hard at work for Fiat as head of their racing dept and Nicola Romeo couldn't very well just walk into Fiat and say, "Vittorio, I need you!" And even if he could, why should Jano leave Fiat, then at the forefront of racing development, for a small and struggling firm with virtually no GP racing experience. One reason could be for the sheer challenge of the new position.

claimed the life of Antonio Ascari, Alfa's #1 driver at the time. What was really ironic about the whole situation was the fact that Ascari, before the race, had complained bitterly to the organizers about the dangerous wood paling fencing that was the cause of his death. They completed the season, however, by winning the Italian GP again, this time occupying 1st, 2nd, & 5th places. This marked the end of the P2 Works Team, unfortunately, but these famous cars were sold or auctioned to private parties who continued racing them and WINNING!!!



DEFINIZIO IMPORTS, Inc.

Headquarters for
Alfa-Romeo Sales,
Parts and Service



\$125,000 NEW PARTS INVENTORY AT ALL TIMES
USED PARTS AVAILABLE UPON REQUEST
SAME DAY SHIPPING/ORDERS OVER \$350 SHIPPED FREE
10% DISCOUNT TO ALL DVAROC MEMBERS
"LA VOCE" SPECIAL. BRING THIS AD

RTS 291 & 420

ESSINGTON, PA 19029 215-521-9200

FOR SALE:

Fiat/Alfa Romeo of Maple Shade has 4 spiders and 2 coupes in stock as of 12/14. If you've been very good this year perhaps Santa will bring you a new 4C.

Of course it might be easier just to contact Eddie Somers
esomers@icloud.com
609-280-0999 and ask him to sell you one. Tell him the Delaware Valley Alfa Club send you.



Look carefully- the one in the back is YELLOW!

GREAT DEALS:

Our friends at Carman Alfa-Romeo and FIAT of Wilmington have some great end of year specials on FIATs. If you're in the market for some new treads, give them a call or check out their inventory online. They have a couple of 4Cs (pictured) waiting for a good home.

**MERRY CHRISTMAS AND HAPPY HOLIDAYS
FROM CARMAN ALFA-ROMEO & FIAT**

SAVE UP TO \$6,000

0% FINANCING FOR 75 MONTHS

POPs for UNDER \$13,000

THE 2016 500X
\$199 DOWN
\$199 MONTH*

THE 2015 500POP

*39 month lease. 10000 miles per year. Tax and tags extra. o.s.c. through CCAP. **Contact dealer for details.

**CARMAN ALFA-ROMEO AND FIAT
OF WILMINGTON**

154 North DuPont Highway, New Castle, DE
(302) 325-FIAT (3428) | www.carmanfiat.com

A promotional advertisement for Carman Alfa-Romeo and Fiat of Wilmington. It features a yellow Fiat 500X and a green Fiat 500POP. The ad includes various offers like savings up to \$6,000, 0% financing for 75 months, and POPs for under \$13,000. It also mentions a 2016 500X with a \$199 down and \$199/month lease, and a 2015 500POP. The dealership's address and contact information are listed at the bottom.

Aug. 8th-9th New Hope Auto Show

The 2015 New Hope Car Show was held at the New Hope Solebury High School. This year the convertible was celebrated at 58th annual show. This show has become a showcase for magnificent antique and classic autos that compete. Over 500 cars attended and we are looking forward to the 2016 show.

Sept.11-13th Radnor Hunt

1932 Alfa Romeo 8C 2300 Spider took Best of Show at Radnor Hunt this year!

The Radnor Hunt Concours d'Elegance announced that the featured marques of the 19th Annual event this year were Packard, Alfa Romeo and Classic Pickup Trucks. The BMW was the featured motorcycle make for the 2015 event and share the spotlight with Police Motorcycles and Land Speed Record Holders. The concours took place the weekend of September 11, 12 and 13 on the grounds of Radnor Hunt.

Brand new 4cC!



One of Bill's beauties

November 21st Carmen Alfa and Fiat Toys for Tots Run

Carmen Alfa and Fiat will hosted an event that at their dealership located at 154 N. DuPont HWY New Castle, DE 19720. At 12:15 PM a Parade run to A I DuPont Hospital joined what seemed like hundreds of motorcycles for a toy drop off. Attendance included Pat Carzo, Mike Sents, and new members Ellen Torpey and Walt Chejlyk.



November 26st Massey House Frostbite Run

On Thursday November 26th The Delaware Valley Alfa Romeo Owners Club joined The Historical Car Club of Pennsylvania at The Thomas Massey House, Toys for Tots Annual Frostbite run.

Mike Perot arrived in a Ford Model T. As always Bob Conlan made an appearance!



Very rare option!



Only 2 made is this color-Bittersweet!!

According to Al Bianchi the gates closed at 279 cars (WOW!) which left more parked on the street, served over 60 dozen donuts and gallons of coffee, hot chocolate, hot cider.

They gave out 10 trophies for various awards and raised over a truckload of toys AND a truckload of food for the Toys for Tots and Adele Work County Food Bank. The event also raised over a thousand dollars for the Massey house.

November 1st DVAROC Fall Tour

The DVAROC Fall tour was Sunday November 1.

Over 25 Alfa Romeo's could be seen driving through beautiful Buck County Pennsylvania and Hunterdon County New Jersey.



The tour concluded at Via Ponte an Italian restaurant in Stockton New Jersey. Attendance included many of our members who thoroughly enjoyed themselves.



Photo credits: Dean and Donna Adinolfi

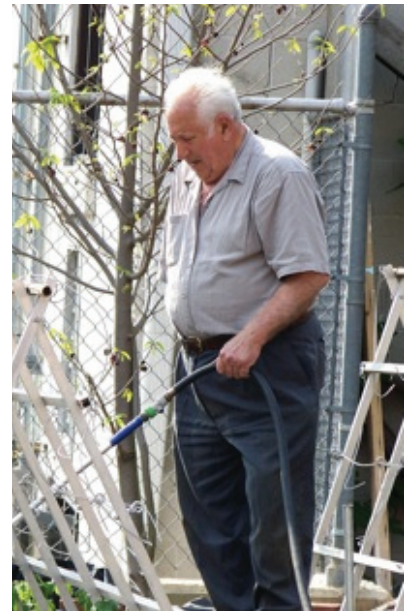
Delaware Valley Alfa Romeo Owners Club thanks Nick Falcone Enterprises for all their long years of support to the club and its members. We are very sad to inform you that Nick Falcone passed in June of 2015. Nick carved a very special niche in all of our Alfa-shaped hearts. We will remember Nick fondly.

Their excellent service will continue and our cars will be maintained by Vince.

Nick Falcone Enterprises

Auto Repair Shop
161 Rockhill Rd
Bala Cynwyd, PA
610-664-0944

Nick Falcone Enterprises strives to provide excellent service for everyone that walks through our doors. They provide quality help and repairs as a auto repair shop, and offer friendly service. Ask for Ruth/Vince.

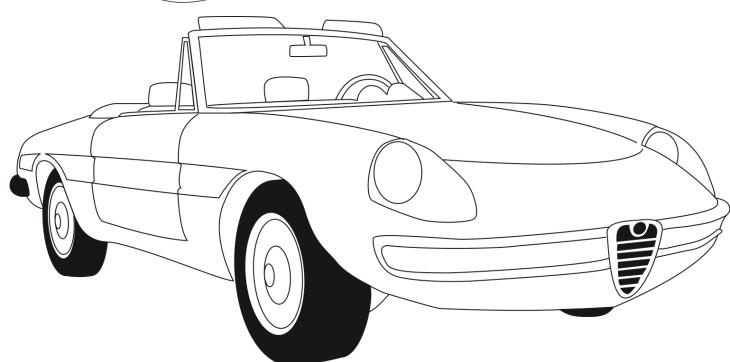


VINCENZO VOTTO

- Master mechanic and fabricator.
- Studied mechanical engineering in Italy and worked at the SIMI foundry.
- Started working with Nick in 1968.
- Alfa Romeo Factory trained.



Alfa Romeo



It's been a great year for Alfa and for the club. We've had a ton of fun events and are planning an even bigger 2016.

Special thank you to Ruth Wolf of Nick Falcone Enterprises for sharing a vintage La Voce with us to include in our year end recap. Ruth, you're amazing.

Hope to see you all in the Spring! - Mike Sents

Thank you for everyone that has participated in our events this year.

Newsletter edited by William Conway, Treasurer; and Ellen Torpey, Member; Mike Sents, President.