



# La Voce

December 2008



*newsletter of the delaware valley alfa romeo owners club*



## Fabulous Fall Picnic Finale

Imagine a beautiful, sunny fall day. Imagine a lovely stone farmhouse surrounded by trees with dollops of green, red, yellow, orange and every shade in between. Then, imagine sitting on the soft lawn, enjoying a picnic with friends and family as you look out on to a sea of glistening metal stretched into sensuous forms evoking sensuous motion. Welcome to the DVAROC fall picnic!

Brookside Farm was in its glory with the lawn filled with Alfa Romeos and roaming Alfisti. The usual cast of cars on display contained a couple notable new additions. First, Bill Coleman arrived in a pretty, silver '71 GTV that made some strange sounds. Upon closer examination, the source of the sound was discovered to be lurking under the hood. Where Ing. Satta had intended to be a lovely cast iron exhaust manifold, a less-lovely cast iron turbo-charger was found. Its outlet was routed neatly to the Spica fuel

injection in near-factory appearance. Clearly, this was not your run-of-the-mill GTV! A few cars down, past Wicker's gorgeous SS and Giulietta Spider Veloce, Charlie Crothers' mostly-roadworthy Super relaxed in the grass, having arrived at its maiden event. A little while later, Dave George arrived in his red hot Giulietta Sprint, looking like it just completed the Colorado Grand. (See Fall Picnic, Page 3)

### Mark Your Calendars!

**December 14 Simeone Museum Tour -  
Philadelphia, PA**

## Bob's Babblings

**Winter** While winter isn't quite officially here, it certainly feels like it, as I write this La Voce. Outside the window, the trees have relieved themselves of their leaves. The green valley is mostly brown, but not yet white. Inside, I've got a crackling fire to keep me warm and provide inspiration. In the background, I've even got my turntable fired up, with some vintage music to remind me of our vintage cars.

In some respects, I'm ahead of where I typically am at this time of the year. I managed to put away both GTVs. Marie even reminded me to drain the water from the race car before it freezes and cracks the block. Even the newest addition to the fleet, the '86 Graduate has its hardtop installed. In other respects, however, I'm just as behind as normal. The Sprint continues to remind me that it needs to be taken off the road for some TLC. The red GTV still leaks something (oil, gas, a combination of the two?) from someplace near the Spica pump. The Spider still has intermittent gages and lights. And then, there's the tractor, the lawn tractor, the WRX who just informed me that it needs a new radiator, and the ten gazillion projects around the home. It's the perfect time to take comfort in some great memories of fall and look forward to some upcoming DVAROC events.

**Fall Events** Fall really was a great time to own an Alfa. If you didn't make the picnic this year, I hope you enjoy the report and photos of it, in this La Voce. Another event that was a lot of fun was our fall tour. We had a decent turnout, didn't lose anyone and had some thrills driving the scenic roads of Chester County. Look for a complete report in an upcoming La Voce.

**Winter Events** As announced in previous La Voces, we'll be visiting the **Frederic Simeone Foundation Museum** on Sunday, December 14<sup>th</sup>. Fred owns one of the finest and significant car collections in the world. The Alfas alone are enough to make your jaw drop. This year, he relocated the sixty plus cars from a parking garage in south Philadelphia to a museum near the airport. He went through great lengths to provide backdrops which highlight the vehicles' historical significance. Don't miss this great opportunity to share the collection with your fellow Alfisti. Dr. Simeone has agreed to lead our tour, so it will really be a treat.

**2009 Events** With the Simeone Tour, our calendar of events will be complete for 2008. It's time to start thinking about 2009. I'd love to get your opinions of what you'd like to see the club do (or not do). The tour of Auburn Heights and dinner in NJ were just two events that come to mind that were direct results of members' input. So, if you have a request, an idea or a complaint, let me know.

Currently, my thoughts are as follows: January – Indoor Go-Karting, maybe dinner; February – winter lunch; March – a museum tour (AACA?) and maybe dinner; April – tech session and ???

**Alfa's Return** If you haven't already read the articles, the first 8C Competiziones have been delivered. In an article on the online magazine, Veloce Today, they describe the delivery of the first three, one to a collector in Connecticut. To read the entire article, go to: <http://www.velocetoday.com/archives/1399> Hopefully, we'll see one at an event in 2009. In the mean time, it looks like Alfa's return will continue to get delayed, particularly since the automotive industry seems to be in free-fall. Let's all hope that the marque survives and comes to these shores soon.

**The Bright Side** Every day, it seems, there is more bad news about the auto industry and the economy at large. Well, not all news is bad. The dollar has made big gains against the pound and Euro. In addition, some of our popular suppliers of Alfa parts are giving nice discounts. So, help support the world economy and stock up on those spares you've been putting off. You'll help keep our suppliers in business and get your Alfa that much closer to perfection.

If you're looking for a new stable mate, this might also be a great time to pounce. Although I haven't noticed any bargains in the used Alfa market, I have seen some very interesting cars available. For example, as of the time of this writing, an 8C Competizione is listed on ebay. Make sure to put that on your holiday gift giving list!

**More Winter** I think at this stage, most of us try to keep our Alfas away from the wintry mess. If that's the case, it's a good idea to check over a few things before you put it away. Make sure the gas tank is full (to prevent condensation forming in it), check tire inflation (to keep them round), check your anti-freeze (to make sure it doesn't freeze), put some critter control around or inside the car (mice can get anywhere – My wife Marie's daily driver Subaru had a nest in the spare tire well), wash and vacuum it, give a squirt of white lithium grease to all the latches and hinges and cables, and finally either remove the battery or put it on a battery tender. This last item is particularly important for the newer (80's+) cars that have parasitic losses due to clocks, radios and the like. Many owners of late model Spiders, 164s and even Milanos have found their babies dead when they've tried to revive them from a long sleep. A battery tender is a great way to keep them alive. Finally, it's a good idea to cover your car to keep the dust and kids' bicycles from damaging the paint.

**Thanks** I want to make some special thanks to Dave West, Bob Feltoon, Tony Latini and my son Matthew for their contributions to this newsletter. I really appreciate it. I also want to make special thanks to Charlie Crothers, Jack and Sue Stoll and Dave and Karen West for their help in organizing and setting up the fall picnic and fall tour. Also, I want to thank Bill Conway and Ruth Wolf for loaning photos and early La Voces to me so we could put together a retrospective collage for the picnic. Your contributions make both of these events much better and a much lighter load on the Brady household. Finally, I want to extend extra special thanks to Nancy Wessells and her family for hosting our fall picnic. It was a wonderful event and their kindness and generosity made it so.

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

**I was going to tell everyone to get one more drive in before the salt hit the road, but it snowed last night..... so, instead, keep that battery charged and tuck your Alfa in for a winter's nap – bob**

La Voce - is attempted to be published four to 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 - \$ 40  
  1/2 page - \$ 80  
  full page - \$120

Classified ads are free to DVAROC members.

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

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## Events Calendar:

\* Indicates DVAROC Event

**\*December 14<sup>th</sup> – Simeone Museum Tour – Philadelphia, PA** Imagine yourself among over sixty of the most significant automobiles in history, all under one roof. The Simeone museum opened up this year and houses the collection of Dr. Fred Simeone in period dioramas. Among Alfa are: a 6C1750SS, an RL, an 8C2300, a 33TT, a Monza, an 8C2900A, and others. If you're thinking that this place is special, you are making a great understatement! Dr. Simeone will lead us through his collection and share with us its rich history and significance. We'll meet at the Simeone Foundation at 11:45am on Sunday, December 14<sup>th</sup>. The tour will start at noon. Admission is \$12. The museum is located at 6825 Norwitch Drive, Philadelphia, PA 19153. For directions, consult their website at: [www.simeonefoundation.org](http://www.simeonefoundation.org) or contact Bob Brady at (610)486-1132 or [rampbrady@verizon.net](mailto:rampbrady@verizon.net). RSVP to Bob if possible, so we can get a headcount prior to the event.

### Other Events???

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

## Classifieds:

**1976 GTV** 24K miles, all original, \$15,500, Bill Conway, 973-839-9239 [bilconway@comcast.net](mailto:bilconway@comcast.net)

**1991 164S** Black/black leather interior., 5-speed, AC, power windows, mirrors, locks, sun roof, four heated seats, cd player, rear window shades. Tool kit, & owners pouch w/manuals. 120K miles. All maintenance performed by Algar Ferrari of Phila, sperry cams and valves, stainless exhaust, recent belts, engine balanced and blueprinted & chip upgrade. Everything works. Very fast car, looks and runs great. \$5,500.00 or OBO. Barry [barrycross@aol.com](mailto:barrycross@aol.com) or 215-242-4726 PA

**1991 Alfa Romeo 164L** 120,118 miles, 2.5l v-6, 5spd. with short shift & mahogany knob. Paint was 1 year old when stored 4 years ago but garaged. New Michelin Pilot, clutch, starter, timing belt, etc... (see web ad at [www.dvaroc.org](http://www.dvaroc.org) for more details). I have put a lot of time and tons of money into this car. I don't know why. It's a hoot to drive I can assure you. Asking \$2500 Contact Chris Morrison: 610-255-1301 or [cmorrison773@msn.com](mailto:cmorrison773@msn.com)

**93 Spider Veloce** – 51Kmi, bought new from Algar and serviced there, header, Ansa, K&N, dash cracked, mech. excellent, 90% cosmetically, new tires, clutch, red with tan leather, black top, garaged, no rust, \$12K obo, 484-832-2220 – Nick Mongoni

**1986 Spider Quadrifoglio** - 78K, original red paint, Nicest Quad you'll find. Multiple first place winner. Looks new, runs great. Hard top and boot included. Convertible top in excellent condition. Nice Pirelli tires. Meticulously maintained. Garage kept. \$21,500. Southern NJ. Phone: 856-261-9490. [dennismurray00@yahoo.com](mailto:dennismurray00@yahoo.com) Pictures: <http://home.comcast.net/~denmurray/alfa.html>

**Alfetta Front Bumper** 1975 - 1979 Alfetta Stainless Steel Euro front bumper Never used \$400, Call for pictures. Quinn (609) 206 0694 or [qdemenna@comcast.net](mailto:qdemenna@comcast.net)

**81 Spider Veloce**- 85k mi red, great condition. Garage kept. Rebuilt spica FI last year. Great runner. Hate to lose her but want someone who will cherish the car. **New Price!** \$7500 Charlie Mest- 215-816-2479

**1974 GTV** Regretfully, I am offering my little red GTV for sale. It is a fast, competitive, reliable time trial car as well as a lovely street car. Excellent condition \$13,000. Call Bob at: 610-486-1132.

**1983 GTV-6** 19K miles Silver/Blue, Bill Conway, 973-839-9239 [bilconway@comcast.net](mailto:bilconway@comcast.net)

**1975 Spider.** good body rebuilt engine. aftermarket headers and rollbar. spare set of campagnola wheels.\$5000. Randy (609)-261-7547.

**1984 Spider Veloce** Silver w/ blue leather, 5 spd, 42K miles. , good condition, Same owner since 1994. Recent full service by Falcone. New canvas top, leather seats and clutch. Paint good, some minor chips and dings. Some rust on rockers. \$5900 OBO. Call for pictures and records. Tony (610)878-4547. [anthony.villano@zbbhehring.com](mailto:anthony.villano@zbbhehring.com)

**1993 Alfa 164 L**, Dark Green/Tan, Auto, 100k mi, Purchased new from Algar, all service done at Algar or Sals w/ recpts, car is in exc shape cosmetically and mechanically, paint looks new, no accidents. Dave 302-993-7800 or [davidbeck@sprintmail.com](mailto:davidbeck@sprintmail.com) \$7500.00.

**Giulietta, Giulia Spider, Sprint, SS Parts:** Engines, Veloce bits, trim, body, interior. Call for details. Jeff Kollar, 610-746-0317



*Here's proof you can find just about anything on ebay – an 8C Competizione is currently for sale – a perfect holiday gift?*



*Bob Feltoon, Randy Moore and his wife, Jack Stoll, Jon Klingerman and Charlie Crothers enjoyed a delicious Italian meal in Cherry Hill at the September DVAROC Monthly Dinner*

## Fall Picnic (Con't from Front Page)

The turnout for this Brookside swan song was one of the largest in memory. It was wonderful to see so many less-seen members and friends among the more familiar faces. Jim Carson even fired up his MG-TC to join us. Fortunately, his leaky SU didn't set the lawn on fire. But, when he was ready to leave, he showed us all why he carries a cane. He handed it to Wicker Francis who poked it into the fuel cell to make sure he had enough petrol to make it home!



Wicker Frances checks the fuel level in Jim Carson's MG-TC street/track car



Dave West brought out the rarely seen Alfa Banner to add to the ambience

In addition to the cars, the food, the cars, the chats, the cars, and of course, the cars, the program was greatly expanded from years past. Yes, we held our annual meeting, complete with elections and predictable election results. But, thanks largely to Nancy Wessells and the Stolls, we had door prizes a-plenty to give out. There were t-shirts, ties, badges, luggage, a Milano, framed pictures, ALFA beer and .... "What was that? a Milano?!" Yes, folks, Henry's winter Milano was in need of a new home and during the door prize excitement, Henry IV whispered into the emcee's ear that he wanted to add that car to

the prize pool. Jim Hancock was the lucky winner, though he was left scratching his head about how he was exactly going to bring home this new stray. Jim Itin seemed relieved that he drew a framed Alfa ad; something he could put in his trunk, instead of something **with** a trunk.



Art Jones, Jim Hancock, Greg Shpungin and friends admire the view



Bill Coleman terrorized the horse and buggy crowd on the way from Lancaster in his turbo GTV..... unfortunately there were no head gaskets in the door prize kitty

The beautiful day, smiles and wonderful atmosphere reminded all of us of what a special time we've had at Brookside over the years. No one could quite remember when we started the tradition. Looking at the display of photos from picnics past, it seemed like 1986 was about the beginning. It was great to see how the field of Alfas changed, and stayed the same, over the years. It was a little less great to see how we've all aged over the years.

From the entire Delaware Valley AROC community, our warmest thanks go to the Wessells for opening their home to us for so many autumns and giving us a lifetime of fond memories. And, while this might be the end of an era, rest assured that we'll continue the fall picnic tradition for many years to come.





In the Garage ....

## Not Dustin Hoffman's Graduate

By Bob Brady

My son turned sixteen this fall. Now, when I was a wee lad, sixteen year old drivers had two options. They could share the family wagon with mom and dad, or they could buy their own jalopy. Times have changed. One teenybopper my son goes to high school with just traded in his Bentley for an Audi R8. The thought of buying a car for a new driver initially seemed ridiculous to me. But, I came around.

I must confess, it's been a few years since I've added to the Brady fleet and that makes me itchy. I've tried to buy a car, on average, yearly. I'm almost there. As of July, I've bought or acquired 25 cars in 26 years (12 of which were Alfas). If I count tractors and motorcycles, I'm on track, but I digress. So, with a new driver coming online, it was the perfect excuse to start shopping.

How does one rationalize buying another car when he already has six? Here we go... Of the six cars I own, one is a race car and can't be driven on the street. Two are registered as antiques and can't be driven regularly, at least legally, so they're out. My wife and I both need our cars far more than our parents did. Letting junior borrow one of our cars to get around just simply wasn't going to work. That leaves only one vehicle available, a Chevy Suburban.

I am no advocate of the bigger is better/safer line of thinking. Like those 70's commercials for Triumph Spitfires, I believe the best defense in getting into accidents is avoidance. Suburbans and their SUV ilk are accidents waiting to happen (though I will acknowledge that when they do get into an accident, they usually win). Perhaps more importantly, the eight passenger Suburban is an invitation to have a party. Having once been sixteen, I know what a bad situation that can be. Furthermore, at 12 mpg, the Suburban is not exactly an economy car. So, for all those reasons, the 'burb was out. Having successfully rationalized that we had no vehicle in our fleet to accommodate the new driver, the purchase of another car was cleared.

I approached vehicle selection in my typical analytical way. My car spec went as follows: it had to be inexpensive to purchase, insure and keep on the road, it had to be slow, it had to be small (remember no parties) and it had to be able to fit a hockey bag. Miatas quickly rose to the top of my list, though a hockey bag would be a tight fit. Fortunately, or unfortunately, my son was dead set against them, for some reason. He kept sending me ads at work for Alfa Spiders, Fiat Spiders and various British basket cases. Eventually, I capitulated on the Miata and started looking for Alfas. At least Dad could satisfy that mid-life crisis itch for a convertible.

While I've owned three, I've never owned a **running** Alfa convertible. A while ago, I helped Bill Shields check out a Spider. It was a late 80's Graduate. It was cheap and in just about perfect condition. That vintage is also pretty bullet-proof. I locked on to a Bosch Spider and combed ads daily in search of one equivalent to his.

After many months, I came to the conclusion that Bill's car was the exception. While there were plenty of Spiders to choose from, most were either way over my budget or were full of issues. I almost bought one in Maryland, but the lousy repaint and high price put me off. I was very close to picking up one on Long Island until the owner decided he was asking to little and started trying to pit potential buyers against each other in a bidding war. "No thanks," I told him. Finally, in August, I saw one on ebay that was a local car. After some fits and starts, I managed to arrange to see the car after work.

This particular Spider was far from perfect. It had been repainted, but still had lots of small dings and a spot of thin paint. The interior was pretty decent, with an easily repaired, small puncture on the driver's seat and a cracked dash. The test drive went fine, until the plastic fan exploded while accelerating. The owner's son, who was a passenger, yelled "what's that?" I nonchalantly informed him his fan exploded.

"It's pretty common," I added. I did feel bad, however, since the fan put a hole in the radiator.

When we got back, I talked to the owner, about price. I told him I wasn't really interested, but he insisted on an offer. So, I told him what I thought it was worth, a figure he quickly dismissed. Shrugging, I said, "Call me if you're interested." He replied, "I won't."

The next day, my cell phone was ringing off the hook. It was the seller. I didn't have time to talk to him at that moment, but was pretty sure I knew what he was going to say. Sure enough, when we did finally talk, he was ready to sell it for very close to my offer. And that was it. A few days later, I drove to Delaware County with cash and rolled my 26<sup>th</sup> car on to my trailer. Back home, the fun started.

While installing the repaired radiator, I started to see things I hadn't noticed in my less than thorough inspection. Brake fluid had eaten a large swath of paint away in the engine bay, leaving exposed metal. Despite the owner's son's claim that he just replaced engine mounts, when I tried to reinstall the missing fan shroud and new plastic fan, it was clear from the thwacking fan sound that the engine was sitting a bit lower than it should. More seriously, I noticed a spot of rust in the front inner fender shroud and some bent metal below the front bumper from a previous collision. This was clearly no cream puff.

On its maiden drive, though, most of those newly discovered issues faded as the sun warmed my body and the wind swept through my hair. Now I understand the beauty of top-down driving.

A few weeks later, after enjoying my new toy back and forth to work, it was time to get it through PA inspection. Back under the car, just to check things out, it was more surprises. One rear shock was leaking. Almost all the front suspension components were either shot or had torn boots. I suppose even a relatively low mileage car will have issues twenty years from its birth. The next day, I exercised my credit card with orders to IAP and DiFatta.

It was disappointing to see that even the better suppliers of parts are pawning FRAP suspension components. I really prefer Lemforder, but they just don't seem to be available. At least the old suspension bits came off with ease, making the job pretty simple. After a couple of nights in the garage, the front suspension was essentially new. I replaced the rear shocks with some Konis in my stash in an attempt to keep costs down. It's good to have a parts cache at hand.

Back on the road, the car was transformed. No more clunks or vague steering. Things were tight, or as tight as the flexible flyer Spider chassis can get, and precise.

When I made the inspection appointment, my only looming concern was emissions. The car was previously registered as a collector car in MD and probably hadn't been through emissions in years. To make me more nervous, I suspected that the thermostat needed replacing as it rarely ever got up to temperature. "Could that make the car run rich?" I thought, "Rich enough to fail emissions?"

(See how the new Spider fares in the next La Voce)

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### Letters to the Editor:

## A Perfect Day

Last Sunday evening, I had a classic Italian car day. I went for a drive through the twisty back roads around Glen Mills. Beautiful fall foliage, alone on the roads, the car felt great. Complements at the gas station. A truly perfect day. I called home and offered to pick up some things at the supermarket. Pulled in, more complements. Bought the items, came out, car wouldn't start.

A classic italian car day. :-)

- Tony Latini

On the Track ....

## PVGP- BeaveRun

(The Bradys go racing, again – Part 2)

By Matthew Brady

*(Editor's Note: When we last left the Brady's, in the previous La Voce, they had made it to BeaveRun race track, for the VRG Vintage Races, as part of the Pittsburgh Vintage Grand Prix celebration. We pick up the next morning, after they unpacked and did some orientation laps of the track in the great white Suburban)*

Saturday

They always say the early bird catches the worm, but I was seeing no evidence of why we needed to wake up so early every morning. Today was Saturday, Tech Day. The Tech guy came around 8ish, and told us, as expected, that our car was good to go. A few minutes later another man came by to ask Team Brady's World Class Driver if he would be interested in racing in two classes, his normal class, as well as the class with all of the big bore cars. As he put it, he "wanted to create a sort of Trans-Am race reenactment." Bob knew we didn't stand a chance against Frank Grimaldi's Camaro or any of the other big bores as a matter of fact, but gladly obliged.



*Some last minute windshield cleaning makes team Brady's GTV ready for action*

The crew went through the check list once again, and sent Bob on his way to grid. He didn't seem too nervous, but I gave him a few words of advice anyway.

"If you're not first, you're last!!!!" I shouted

For his entire session he managed to hold off a Porsche as well as a recently discovered enemy, a blue Datsun 510. He came in exhausted, so other crew members supplied him with Gatorade and water. I checked the tire pressures, and recorded his lap times. 1:12.7, not too bad we both thought, that was until Frank Grimaldi boasted his 1:05. Well, we knew we didn't have a chance, but we continued to play with the big bores the rest of the festival, anyway. After about 2 hours Bob Brady's competitive group headed to grid.

Team Brady improved slightly in that group with a top lap time of 1:12.635. Then five minutes later they called the big bores to grid, and the quickly fatiguing driver was off to the grid again. He hadn't even enough time to leave the toasty car.

The crew cheered him on from the sidelines, and waved every time he passed by, which in retrospect was probably not the wisest thing to do to a speeding racecar driver. The racing had finally ended for the lunch break. Team Brady, and especially its World Class driver, got the break they'd been craving.



*Vintage racing is all about reliving earlier eras. Here, Bob Brady's GTV slips by a Datsun 510, harking back to the small bore Trans-Am battles of the early 70's*

A little bit of the way into lunch an announcement over the P.A. said that during lunch, laps of the track would be offered in real vintage race cars! My sister and I both wanted to go for a lap in a vintage racecar, so we begged the driver for a little money to support the Gran Prix Fund. With money in hand, we got in line to do, what we thought at the time, was just a parade lap around BeaveRun. I told my sister I wasn't going to pay for a parade lap, then took my money and went back to our "garage". A bit later I saw the cars zooming by. They were **definitely** not doing parade laps, and it appeared as though anybody with a vintage car could offer rides. I asked dada if he would mind giving me a ride around the track in his vintage racecar, and with a bit of coercion I got him to do it. He didn't have a passenger seat, but that didn't matter. The battery box made an impromptu seat and there were plenty of roll cage tubes available to brace yourself. He drove a full lap, at very close to race speeds. I thanked him, and then headed back. He remained, and gave a few more rides, earning money for the charities served by the PVGP.

After lunch, he went out again for his sessions, while my sister and I headed to the go-kart track. We found out that they offered go-kart rentals.

"How awesome", we both thought

Once the sessions of the day were over, the drivers grabbed a few beers, and we all got cleaned up, Team Brady went to the go-kart track to try their skills behind a 45mph kart. My sister, being the more cautious driver, got 6<sup>th</sup> out of 15, while I got first with one of the better lap times the owner had seen. I was really proud. (Continued on Next Page)

**The Brady's Do BeaveRun** (con't from Previous Page)



Matthew (white helmet) and Emilie Brady in full race garb get ready for some hot laps of the go-kart track

Once we'd impressed everyone with our driving skills, it was off to another dinner at one of western Pennsylvania's fine culinary attractions. The food was remarkably good and the parent's appreciated the tiny bill. After dinner, things got a bit exciting as on our way home, it began to rain.

"The tents!"

Nobody had closed any of the tents, and it began to pour! It was raining so hard it was hard to see anything through the windshield. So we drove back to the track as fast as our Suburban could, then I ran back to the tents to find them in 3" of water. I hastily zipped the windows, not that it would make a difference at this point, and then began moving all our belongings under the cover of our canopy (which now had a makeshift roof with a tarp that was way too small for it). After five minutes, the rest of the crew returned from the bathrooms, and began to help me load all of the stuff we had into the truck.

Once loaded, Team Brady as well as all our gear headed to the nearest vacant hotel, which was not an easy thing to find at that late hour of the night. After 30 minutes of searching, we found one. A sort of shady ol' place, but we stayed in the last room the elderly lady had open. Can you say "Bates Motel?"



The Brady compound, before the storm....  
Saturday night - Sunday

Our gear was spread over the entire room to dry out, and we all decided to go to bed. When we woke up, most everything was dry, so we packed it all into the truck, and headed back to the track to see how the remainder of our camp had braved the storm. It was almost all ok, except we brought home a tent that will not be of much use to anybody anymore. It was on its way out anyway. A valuable lesson was learned though: do not bring vintage shelter to vintage car events.

It drizzled through the morning, and the big bores hit the track for their competition race. Only 7 cars showed, but the race went on anyway. After 20 laps, Team Brady managed a 4<sup>th</sup> place ribbon, which was exceedingly impressive judging our competition. It was even more impressive when the driver revealed that as soon as the green flag went down, his inside windshield turned opaque with mist. Not having made provisions for defrosters in that cool, custom dash and not having arms quite long enough to wipe the windshield clear, Bob had a harrowing race. Although he couldn't see much of the track, he was able to stay off the grass by aiming his GTV towards the brake lights of that Mustang in front of him.



The GTV puts out a rooster-tail during Sunday's rain-drenched feature race

After that race we packed our bags, said our goodbyes, and once again hit the road for the long ride home. What an adventure BeaveRun had been, and what memories we had made in the process.



The Brady's GTV wasn't the only Alfa at BeaveRun. Mike Lawton, from MA, brought out his Giulietta for some fun

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

July	August	September
<p>15 Monthly Dinner – Casselli’s – Roxborough, PA</p> <p>18-20 Pittsburgh Vintage Grand Prix – Pittsburgh</p>	<p>1-3 Das Awksfest – Macungie, PA</p> <p>3 <b>DVAROC Summer Picnic/Rally – Lake Nockamixon Park, PA</b></p> <p>7-10 SVRA Vintage Races – Millville, NJ</p> <p>9- 10 <b>New Hope Auto Show, New Hope, PA</b></p> <p>29-1 Rolex Vintage Festival – Lime Rock, CT</p>	<p>4-7 Zippo Vintage Grand Prix – Watkins Glen, NY</p> <p>14 <b>100 Cars at Radnor</b></p> <p>14 <b>Buckingham Concours d’Elegance, Buckingham, PA</b></p> <p>14 Hagley Car Show, Wilmington, DE</p> <p>16 <b>Monthly Dinner – Toscana, Cherry Hill, NJ</b></p> <p>19-21 VRG Vintage Races – Millville, NJ</p>
October	November	December
<p>4 Hudson Valley Tour – NJAROC</p> <p>12 Fall Picnic – Brookside Farm, Paoli, PA</p> <p>26 Fall Tour to Auburn Heights Steam Trains and Antique Cars, Yorklyn, DE</p>	<p>28-30 Turkey Bowl – VRG Vintage Racing, Summit Point, WV</p>	<p>14 <b>Simeone Museum Tour – Philadelphia, PA</b></p>



**La Voce**  
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*First Class Mail*