

# La Voce

December 2005

*newsletter of the delaware valley alfa romeo owners club*



## Alfas Frolic in Fall

### Autumn Events Punctuate the Lovely Season

There is no better season to own an Alfa Romeo than autumn. The vintage racing events in September at Lime Rock and Watkins Glen started off a spectacular season. As noted before, Alfa Romeo was featured marque at Watkins Glen this year. That attracted a field of more than forty racing Alfas and hundreds of street driven cars. The DVAROC was out in force; the town and the track were filled with familiar faces. All in all, it was an event that rivaled any national convention. For those of you who missed it, don't fret. The exceptional turnout for this event has generated talk of a repeat in the next few years.

While the cars were moving at Lime Rock and Watkins Glen, they spent time basking in the sun at some other September events. At Radnor, Buckingham and at the Hagley, lovely automobiles accentuated the early fall flora. For Alfisti, however, the best was yet to come.

In October, the DVAROC and friends descended upon Brookside farm to enjoy their favorite marque among the beautiful setting. Henry and Nancy Wessells enthusiastically welcomed the dozens of Italian thoroughbreds and their owners. On the lawn was everything from a Giulietta to a 164. Above, Henry's pretty 1900 was parked along with the other Alfas in his collection. This year, even a Cadillac was welcomed. Of course no ordinary Cadillac could be allowed on the lawn with the Alfas; this one was a stately 1939 Series 60 owned by Arthur Jones that attracted quite a bit of attention. Of course, that was nothing compared to the spectacle of Wicker Frances riding Henry's Moto Guzzi across the lawn in a cloud of smoke.

As usual, the children in attendance enjoyed getting their feet, ankles and sometimes arms wet in the brook. They also stirred up grasshoppers and other critters. Antonio Gil even recreated the Alfa Romeo crest with a none-to-happy garter snake.



*Alfas grace the lawn of Brookside Farm*

After a tasty lunch in the warmth of the sun we had our yearly club meeting and held elections. As has been tradition, Bob Brady was reelected president again. We also welcomed some new faces such as John Goodman who brought his "new" '69 GTV.

As the shadows became long, it was time to bid adieu. We thanked our gracious hosts for sharing their home and hospitality with us. It was another spectacular fall picnic. (*See inside for more photos and text.*)

A couple of weeks later, in November, the DVAROC was graced with another fabulous fall day. This time, however, the order of the day was driving. Jack Stoll plotted out a picturesque drive through Bucks County which ended with lunch in Lambertville. The club extended invitations out to the local Fiat club who joined us in force. It was the perfect way to close out another fabulous fall. (*Read all about this fall tour inside.*)

**Mark Your Calendars!**  
**December 11 – Indoor Go-Karting –**  
**Pottstown, PA**

## Bob's Babblings

**It's been a great year** I can't remember the last time we've had such a full year. From the winter lunch through karting (next week), we've had a great selection of events both sponsored by the DVAROC as well as other organizations (such as SVRA). I saw a lot of new faces this year. I also made personal connections with many of you whom I'd known only through sending out the newsletters. I hope you all have gotten more out of the club this year, than in years past. I hope next year will be every bit as fulfilling.

**What to do in the winter?** Well, with today's snow, winter is finally here. It might not be the best season to drive your Alfa, but it is a great time to give it some care and feeding. If you plan to let it sit for a while, make sure to fill the gas tank. Most gas tanks rust from the inside out. This is due to condensation that forms when the tank is not full. If your baby sits for more than a couple of weeks, make sure to at least pump the brakes once in a while. I've seen more problems with Alfas having sticking calipers and brake drums from sitting. If you want extra protection, flush the brake fluid with a fresh charge. Don't forget the battery. Either run the car periodically or buy a battery tender for it so that it's sure to fire come spring.

If you're really ambitious, use the winter months to do those overdue repairs. Simple things like detailing are great ways to bond with your car during those blustery days. I, myself, plan to finally get the race car put together. It's now one color and has most of the engine and suspension bits hanging off of her. But, there's still a long way to go.

Finally, if you don't want to brave the cold, curl up to a good book or watch one of the many great DVDs now available.

Our next event will be the **winter lunch**. Look for it some time in early February. Don't forget to visit our website.

**Thanks** I continue to get more and more help with setting up events and with La Voce. For that, I am truly thankful. In particular, I want to mention Jack Stoll who has organized more than a couple events for us and even wrote an article which appears in this newsletter. Ed Jones continues to help out with his ever-ready digital camera. Henry and Nancy Wessells, as always, continue to let us invite us back to Brookside Farm for the fall picnic, which is always a delightful time. For my wife Marie I am thankful, who not only continues to put up with my addiction, but who often helps with the execution of events. Finally, I want to thank each and every one of you who support this club with your funding and more importantly your participation.

**Standard email Address Plea** To get up-to-date information on club events, please get on this mailing list. To do so, contact me at: [mpbrady@verizon.net](mailto:mpbrady@verizon.net) Also, don't forget to check out our website: [www.dvaroc.org](http://www.dvaroc.org)

**Get out and drive! -bob**

## Classifieds:

**1981 Spider**, runs great, recent inspection, cream with brown interior, no cuts in seats, worn looking...top is good, need window...new tire, new quad rims....118k miles.. call for more info, pics,,, South Phila...Rob Simiriglio 215-380-6143

**1991 Alfa Spider** Convertible, red/tan interior/black top. 5 Speed, A/C, 71,000 miles. Recent PA inspection, new clutch, almost new tires, and

new muffler. Good mechanical condition, excellent paint and body with no rust. Car has been garage kept and driven only 1000 miles per year during the last 6 years. \$6,900 or best offer. Please call 610-239-0303 or Email [ron@lcr-inc.com](mailto:ron@lcr-inc.com)

**'91 Black Spider** 23K miles, 2 tops, auto.....\$10,000 **'86 Black Graduate** good condition.... \$5,000 **'84 Black GTV6** good condition...\$3,500 **'91 164L** auto good condition...\$2,500 **'69 Jag 2+2** good condition.... \$10,000 **2 SeaDoo ('89 & '91)** with Trailer...\$3,500, Various Hub caps, Miscellaneous parts - Timing belts, Bearings, Sway bars, Gears, Steering assemblies, Glass, Clutch, Shocks, Emblems Send part number of item needed and I'll look it up. Pat Carzo 302.575.0725 or [pcarzo@carzoandassociates.com](mailto:pcarzo@carzoandassociates.com)

**1958 Alfa Giulietta Sprint**, Excellent mechanicals, rebuilt brakes, new exhaust, decent interior, rust-free body, bare metal strip and now in primer. Some chrome done. \$7500 obo. Randy (609)-261-7547.

**1984 Spider Veloce** Silver w/ blue leather, 5 spd, 42K miles. Same owner since 1994. Recent full service by Falcone. New canvas top and clutch. Paint good, some minor chips and dings. Some rust on rockers. \$7900 OBO. Call for pictures and records. Tony (610)878-4547.

[anthony.villano@zlbbehrring.com](mailto:anthony.villano@zlbbehrring.com)

**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](mailto:adoherty@sas.upenn.edu)

**1991 164B**, 130K miles, tapped in rear but trunk-lid is fine. Right rear door is jammed shut and the right rear quarter is bent, but all other sheet metal is in good shape. Automatic is in good shape. Great for a parts car, can make some decent 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](mailto: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](mailto:jjweh@peoplepc.com).

**1992 164L**, 5 speed, Green/tan leather, 79000 mi. Outstanding example. Two-time 1st Place winner at New Hope Concourse. Original owner; all service receipts; original window sticker. New timing belt and tensioners, recent clutch and Stebro exhaust. Best 164 available anywhere! \$9900 Call 609-683-5794 <[gajanssen@msn.com](mailto:gajanssen@msn.com)>. NJ

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

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

**1962 Giulia Spider** needs total restoration or for parts. \$1000 obo, Jeff Kollar, 610-746-0317

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

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

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

**NOS Parts** I have hundreds of NOS Alfa parts. Most are 105/115 series parts, but I also some 101, 102 and 106. In addition, I have a couple 1750 engines as well as some spare 5spd transmissions for sale. Contact Bob Brady 610-925-1837, [mpbrady@verizon.net](mailto:mpbrady@verizon.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 County line. Domenick Billera, 610-838-9970

## Events Calendar: \* Indicates DVAROC Event

### \*December 11 – Indoor Go-Karting - Arnold's Family Fun Center, Oaks, Pa.

Take a break from the chaos of the season and get some driving con brio in. While it's getting a bit chilly to break out those pretty Alfas, driving go-karts in the comfort of an indoor arena is the perfect antidote to those winter blues. Join us at Arnold's Family Fun Center at 12:30pm on Sunday December 11<sup>th</sup>. The go-karts are electric, so they don't make the place stinky, but are plenty fast. Those 12 and older can race on the "adult" track. Those under 12 must drive on the "children's" track. Note that only one person can ride in the kart. **Please RSVP to Bob Brady prior to the 11<sup>th</sup> as the event is subject to cancellation in case the track gets booked.** Contact Bob Brady at 610-925-1837 or [mpbrady@verizon.net](mailto:mpbrady@verizon.net) to get on the contact list. The phone number for Arnold's is: 610-666-0600. Directions are shown below:

#### From PA Turnpike:

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

#### From Lansdale:

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

#### From Pottstown/Reading:

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

#### From Philadelphia:

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



*Lest one forget, Alfa Romeos were meant to be driven.... shine or snow!*



# Fall Rally Fun

Jack Stoll

Once again Mother Nature smiled on the lovers of Italian cars. Although it was somewhat late in arriving, the beautiful day, as promised by the weatherperson, finally appeared later in the morning. All in all, we couldn't have asked for a better day.

The largest congregation of Alfas for a touring event in the writer's memory, joined by several Fiats from the local Fiat club, assembled in the parking lot of the Yardley Inn (in Yardley, obviously) on a foggy, damp Sunday morning.. According to our un-official club photographer, Ed Jones, we had 16 cars, including an eclectic mix of Spiders, GTVs, Milano, Fiat X19s, etc, when we made our first stop at Bowman's Hill Tower.

Included in this happy band were old club stalwarts such as the Crothers in Charlie's nice Giulia Spider, and Ed and Carolyn Jones in their Milano ( we were expecting one of Ed's Duetto). Some of the more recent members were Dave and Michele Burroughs in their Spider, John and Betsy Gallagher with their recently repaired and repainted Spider (necessitated after a run-in with a neglected RR crossing), Linda and Tony Labella in their 164, the Goodmans in their 1750 GTV, Greg Shpungin and his daughter in his nice Spider, complete with chassis stiffener, and first time, new member Richard Weinberg. Frank Taormina with his ex-Dan Scolaro 2000 Touring Spider, together with several of his friends with a nice Alfetta also participated.



*Another shot of the varied group of cars... and their owners*

We also welcomed a small contingent of cars from the local Fiat club. This included several nice X19s owned by John Padden, Damon Kane, and the Griffiths. Geoff G. (no last names please, to protect the guilty/innocent) made a wrong turn enroute to the rendezvous, but met us at the restaurant in his interesting 1967 Fiat 124 sedan sporting its 1197 cc engine with its obligatory (for Italian cars) aluminum head.

Of course no tour would be complete without Alan Aptner in his beautiful black E-Type Jaguar. Although Alan does look good in the Jag, one can only hope that one day Al will get his TRUE sports car (an Alfa Spider, of course) back on the road, where it belongs.

When we departed at precisely (or thereabout-which is close enough for Italian car events), it was still foggy and not looking too promising, considering the rosy forecast. It was starting to clear but was still fairly foggy when we reached Bowman's Tower, above Washington Crossing, so a clear view of the fall foliage in Bucks County and across the river into New Jersey was somewhat obscured. That however, didn't prevent some of the group from making the arduous climb (assisted by the elevator) to the top of the tower. It also didn't deter our intrepid photographer, ably backed up by several other camera buffs in the group, from taking the official group photo as well as some of the cars, which were by now drawing some admiring attention from other visitors in the Tower parking area.

The only complication from having so many cars is moving through congested areas such as New Hope, with its traffic light and heavier traffic. As a result our caravan was split into two groups, with the writer being in the lead of the first group. As a little driving/navigation test, and to add some excitement, I decided to make an "un-planned" (read "wrong") turn. The group, being good soldiers, all followed the leader. We had proceeded no more than a half-mile when I noticed the car behind frantically signaling.

The good news was that someone was reading the directions; the bad news was that approximately eight cars had to turn around on a narrow country back road, to say nothing of the "grief" I had to endure. (See Fall Rally on Next Page)



*A great turnout was had for the Alfa/Fiat fall tour*



*Alfas, Fiats and the odd Jaguar made up the field of entrants*

## Fall Rally

(con't from previous page)



Oh well-what price glory! Of course, when we finally arrived at the restaurant, we were behind the second group. Busted!!

Unless everyone was being polite, the consensus was that the Lambertville Station Restaurant did a good job; the menu selection was adequate, the service was good, the meals were served and the bills were delivered in a timely manner, and probably most important, there was ample parking, although some of the cars got separated so we couldn't get a good group shot.



*Charlie Crothers' Spider gives great contrast to the red and yellow hues of fall.... see the color shot at [www.dvaroc.org](http://www.dvaroc.org)*

Solicitation for comments concerning the driving portion of the tour varied from "good" to "good-but" The "but" was a recommendation that the actual driving/road course be longer. When planning the route, a consideration was that some folks travel some distance just to arrive at the start point, with the same drive home. When a leisurely lunch is added in, a fairly long day could result. The drivers, in true Alfisti tradition require/requested more "seat" time behind the wheel. Speaking from a personal point of view, the writer's co-pilot would prefer less seat time. Maybe a suitable compromise would be for the distaff side to have their own Alfas and a separate course set up to include ½ hour driving with 3 ½ hours shopping; we real Alfa drivers can do a course of 3 ½ hours driving with ½ hour for gas, coffee, and other essentials like thawing frozen fingers and other appendages. Either way, we look forward to next year. Hopefully everyone enjoyed it as much as Sue and I did.

Best wishes to everyone for a wonderful, safe, healthy, holiday season.



On the road...

## The Brooklands Museum

Bob Brady

This year's Thanksgiving was a break with tradition. Instead of sharing a stuffed turkey with family, we hopped on an airliner and went to England. The occasion was the Baptism of my nephew. We stayed with the tired parents at their home in Weybridge, Surrey. (*So what does this have to do with Alfas?... read on*)

As expected, the surrounds were filled with lovely tudor and brick homes. On the roads, especially in London, one could find a higher than normal density of Bentleys and Rolls Royces as well as some more interesting rides like Ferraris, Lamborghinis, Maseratis, Loti and of course, Alfa Romeos. The latter, disappointingly, were in much shorter supply than the last time I visited this island, though there were a number of 156s.

Just down the street from the house in which we stayed was Brooklands college. "Brooklands?" I wondered, "Is it any relation to the Brooklands race track of pre-war fame?" I wondered no more as I noticed a sign for the Brooklands museum during one of our daily strolls. Much to my delight, we were just a short walk from the ruins of the track that rivaled Indianapolis in prestige. Better still, the developers of the site saw fit to honor its great heritage by creating a wonderful museum. Early one morning, I was able to break away from the family affairs and sample this truly wonderful place.

Walking through the gates was like taking a trip in time. The original clubhouse, garages and even the journalists' barracks were restored to their 1930's glory. Room after room told the story of the track. There was vintage footage to view. There were restored rooms with period furnishings and props. One of my favorites was the drivers' club room, complete with a billiards table and portraits of prominent members. It must have been a great privilege to be part of this inner circle of speed addicts. Throughout, of course, there were lovely period vehicles, mostly those which roared around the steeply banked circuit.



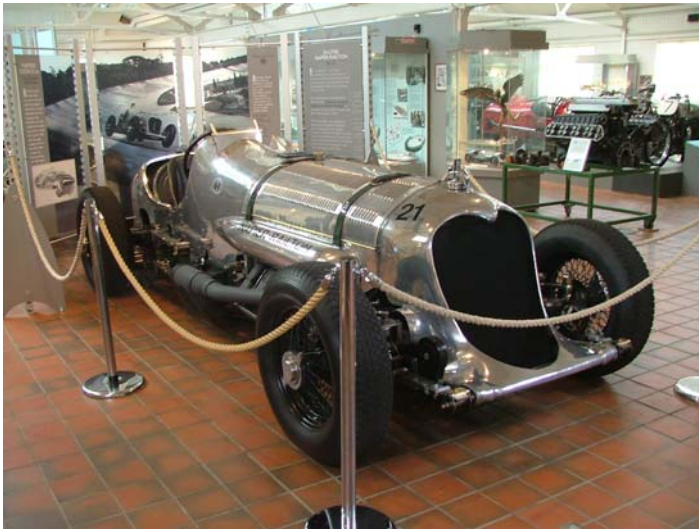
*One of the many restored buildings at the Brooklands Museum*

Perhaps the jewel of the collection was the Napier-Railton, a purpose built land speed record automobile, powered by a Napier twelve cylinder aero-engine. This engine is not your typical twelve, mind you. (See Brooklands on Next Page)

## Brooklands (from previous page)



It's configured in an inverted "T" configuration with three sets of four cylinders set 90 degrees apart and displaces 24 liters! John Cobb captured the Brooklands track record in this beast in 1933 at over 143mph. When racing finished at Brooklands in 1939, the record remained.



*The Napier-Railton: the record holding vehicle at Brooklands*

In addition to the pre-war cars, there was a section dedicated to Formula 1 machinery which included a nice collection displaying the evolution of the F1 cars. There were also extensive collections of bicycles and motorcycles, both of which I spent far too little time exploring.

Brooklands is most famous for its role in motorcar racing, but it has an equally important place in the history of aircraft. From its beginning, airplanes competed at the track. That attracted many aircraft companies to take up home there, including Sopwith Aviation (of the Sopwith Camel fame) and Vickers (which later became part of British Aerospace). During World War I, the Vickers company took over the track, using it to manufacture airplanes to support the British war effort. This occurred again during the Second World War. Unfortunately, this time it necessitated demolition of part of the track to facilitate production. That effectively ended the site's use as a race track.

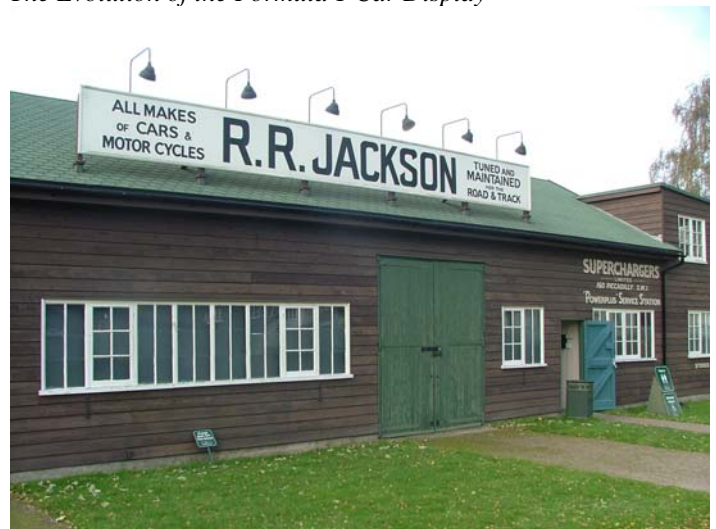
Today, there are many examples of aircraft on display at the museum from the first flying machines to modern military fighters. There is even a graveyard of planes out back awaiting restoration.

While every museum seems to have a gift shop, these days, the one at the Brooklands is special. Not only do they have the usual schlocky trinkets, but they also have a wonderful selection of period automobile and aviation prints. To make things more interesting, they also sell second-hand period literature including: programs, magazines and books. I couldn't resist picking up Fangio's first autobiography there, which by the way, is a very interesting read.

So, if you every happen to be in the London area and fancy an auto-related diversion, the Brooklands is a must. Just make sure to allow ample time. Ninety minutes doesn't begin to do it justice. Plan to spend the day.



*The Evolution of the Formula 1 Car Display*



*The Brooklands is composed of many restored buildings that once housed the racers, repair shops, press corps and manufacturers. They make the experience unique.*

**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](http://www.dvaroc.org)

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On the road...

## A Bang Up Time at the Glen

Bob Brady

Reclining in the soft grass under the warm sun as the parade of vintage Alfa Romeo race cars roared by I thought I was in heaven. The last few days had been some of the best of the year, and this Sunday afternoon bested them all. For this was the cumulative day of Alfas at the Glen, the annual Watkins Glen vintage festival, this year devoted to Alfa Romeo. While actually *being* on the track was my original goal, driving vicariously brought remarkable satisfaction.

*bang!* Earlier in the day, we missed the enduro race which featured a few Alfas. Among them was Giulia Spider racer Mike Lawton. He kindly allowed me to crew for him, giving me paddock access for the entire weekend, but I must admit I spent more time with a bottle opener in my hand than a wrench. Mike's Giulia was formerly owned and raced by Jim Hayes and has been seen more than a few times in *AlfaOwner*. His pretty yellow Giulia had been through a lot this year, including a run-in with a tree when it departed from the trailer it was riding on. It looked none the worse when it was parked along with the other racing Alfas in town on Friday afternoon. By the time we made it to the track on Sunday, however, it was oddly parked nose-forward under a canopy. During the enduro, it had another incident and would now have to see the body man again. Worst of all, it couldn't participate in the all-Alfa race held on Sunday afternoon.

When I pulled into the track on Thursday, I couldn't believe my eyes. Never had I seen the paddock at Watkins Glen so full. Never had I seen so many beautiful vintage race cars in one place. Never had I seen so many wonderful vintage Alfa Romeos ready to take to the track. "Welcome to paradise," I said to myself. I was glad I had endured the trip up.

The plan was to leave early on Wednesday and have a spirited drive in the GTV to upstate New York. Once in town, I planned to stop at the Motor Racing Research Center and enjoy some vintage footage, some magazines and maybe a book or two. I'd been there before, but like so often is the case, was in a rush and had to cut my visit short. This time, I'd have plenty of time.

A little after noon, I finally left my driveway. The library closed at five and I had so many hours of driving ahead of me... even in an Alfa Romeo. My morning was spent loading up the Suburban with parts to sell at the Glen. An engine, a block, a Giulia rear and a smattering of other bits filled the back of the blue beast. Marie and the kiddies were driving it up the following day, trailer in tow so we could all drive home together. Yes, we choose to lead the simple life.

Undeterred that my plans to visit the library were now void, I still reveled in the thoughts of five hours of solitude in a twin cam GT. I blasted through the winding roads of Chester County and made my way on to the PA turnpike. I marveled at how this thirty year old car could be such a competent grand-turismo. As I slowed for the inevitable road construction, I anticipated my early exit in Scranton where I would take the back roads to the Glen. Accelerating through the gears, foot to the floor, the orange cones disappeared in my mirrors. Just ahead, I eyed a piece of tire rubber in my lane and aimed to straddle it.

**BANG!** In an instant, my idyllic drive to motor racing Nirvana ended. The sickening sound of metal distorting from blunt force pierced my ears. The ash tray flew out of the console, hit the ceiling and landed in the passenger seat. At once, the beautiful sound of my thoroughbred Italian sports car took on the dialect of John Deere. "G#\*d!@\*#!," I yelled as I instinctively looked down at the oil pressure gage, expecting it to be resting on zero. Oddly, it was steady and normal. Expecting the worst, I quickly pulled to the side and got out as the cars I'd passed moments before zoomed by.

The good news was that the sump was completely intact. I had expected to see the oil pump pick-up through a massive hole, but there was none. The exhaust, on the other hand, was a disaster. The front muffler had a six inch gash in it, the rear, a smaller piercing. My beautiful, refurbished silver gas tank now was going to hold a little less thanks to a reshaped bottom. At least it wasn't leaking. I also had some new body work to do as the piece of asphalt that I thought was rubber dented the rear valance as it exited. Ironically, the day before, I had just finished repairing the front valance from an excursion into a ditch some years before. Completely aggravated, I got back in, gritted my teeth to the horrible noise my little red car was now making and continued on my way.

Scenarios whipped across my brain. Should I turn back? Should I get off at the next exit and find a muffler shop? Should I cancel the trip? Arrrgghh! I decided to get off at Scranton and look for a muffler shop. I'd continue up the back roads, towards the Glen until I found a place that could patch me up.

Exiting the turnpike, I spied a Meineke on the left. Catching the attention of every single other motorist on the road with my awful sounding car I finally got across and pulled in.

"I'm on my way to New York. I hit a rock in the road and need to get a muffler cut out and a straight pipe put in. Can you help?" The man behind the counter balked. "We're really busy now. You'll have to wait a couple of hours for us to look at it. I'm on disability and can't do anything but work the desk. Bla Bla Bla..."

"Thanks for nothing," I mumbled and continued on my journey, scaring every senior citizen and child along the way as my car backfired every time I let off the gas. Fred Sanford would have been proud of this car. A few blocks further on my journey and I spotted another muffler joint. This time, one of the mechanics came running out as I pulled in with a big smile on his face. "Is that an Alfa Romeo?" he asked with excitement. I smiled and knew I'd be all fixed up in a matter of minutes.

Once on the lift, the excitement of the Italian car fan, cum mechanic deflated as his boss and the "senior" mechanic cited a litany of reasons why they couldn't fix me up. I countered every issue. "I don't **need** the oxygen sensor," I told them, "it's only there because I've got cockpit adjustable fuel ratio...." I might as well have been talking to a DMV bureaucrat. "Besides," Mr. Senior Mechanic told me, "it's not just your muffler that's the problem, I think your headers are damaged too." I smugly assured him that I had already inspected the headers and they were fine. If they couldn't help me out, I'd just continue on my way thankyouverymuch. My initial smile long since gone, I headed back out to scare mothers and small animals. The mechanic who'd greeted me apologetically waved goodbye. "It wasn't his fault," I mumbled, "It's just a symptom of the stifling, over-legislated, hyper-optimized capitalist pig-dog society we've let ourselves become. If Robert Pirsig encountered such dolts he would have never been able to complete [Zen and the Art of Motorcycle Maintenance](#)." I was a bit wound.

What could have been a journey of the joys of Italian motoring became an exercise in frustration. After a while, however, I mastered the use of the throttle so that the gases exploding under my feet were now tolerably infrequent. A few hours later, having passed no other muffler chain, let alone a custom exhaust shop, I was nearing my destination. My current plan was to crash at the hotel and look for a shop in the morning. Just then, the halo of Dave's Autoworld caught my eye. Foreign, Domestic, **Custom Exhaust** read the sign. I hesitated, but then turned around and pulled in. Dave was about to become my best friend.

(The adventures of Bob and his little red GTV will be continued in the next edition of La Voce)



## Images from the DVAROC Fall Picnic







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

<p style="text-align: center;"><b>July</b></p> <p>9-17 – Pittsburgh Vintage Grand Prix Festival – Pittsburgh, PA              8-10 – Italian Car Festival, Canton, OH              Contact: Lee Contie (330)471-9980 or lcontie@neo.rr.com  <b>TBD – DVAROC Event</b>              28-31 – AROC National Convention - Seattle, WA <a href="http://www.alfapotlatch.com">www.alfapotlatch.com</a></p>	<p style="text-align: center;"><b>August</b></p> <p><del>** – New Hope Auto Show – New Hope, PA – CANCELLED</del>              6 - Glenside Car Show - Glenside, PA  <b>7 – DVAROC Summer Picnic and Rally</b>              14- Algar Italian Car Rally              21 – Reading Italian Car Show              TBD - CTAROC Driver School/Time Trials - Lime Rock Park, CT... don't hold your breath!</p>	<p style="text-align: center;"><b>September</b></p> <p>2-5 – Vintage Racing Festival – Lime Rock , CT  <b>8-11 – SVRA Vintage Grand Prix – Watkins Glen, NY</b>              (<a href="http://www.grandprixfestival.com">www.grandprixfestival.com</a>)              (<a href="http://www.alfasattheglen.com">www.alfasattheglen.com</a>)              9-11 – 100 Cars of Radnor – Radnor, PA              11 - Buckingham Concours d'Elegance, Holicong, PA              18 – Hagley Museum Car Show – Wilmington, DE              30 - 2 – New York City Concours d'Elegance, Central Park, NYC</p>
<p style="text-align: center;"><b>October</b></p> <p><b>16 – DVAROC Fall Picnic – Brookside Farm, Paoli, PA</b>              30 – Southern MD Fall Foliage Tour with Ferrari Club – Capital Chapter AROC</p>	<p style="text-align: center;"><b>November</b></p> <p><b>6 – DVAROC Fall Tour – Bucks County</b>              18-19 - COMSCC Time Trials - Lime Rock Park, CT</p>	<p style="text-align: center;"><b>December</b></p> <p><b>11 – DVAROC Indoor Go-Karting</b></p>



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