



Road Angels Tailpipes

Monthly Newsletter of Who, What, Where & When

From the Prez

As always, welcome to this month's issue of the Tailpipes.

Another great job by the Events Committee. The dinner at Heritage Buffet was a success with 30 in attendance. Food and comradery were great. Thanks Events Committee!

Our cruise nights will begin again on **April 10, 2026**. As usual, we will have a DJ, Club Members selling 50/50 tickets and the Dublin Volunteer Fire Company will once again be selling hot dogs, hamburgers, steak sandwiches, etc. Refer to page 5 of this Newsletter. Mark your calendars. We look forward to seeing you there.

We are already planning our 2026 Car Show on July 26, 2026 at the Dublin Volunteer Fire House Property. Hope to see you there. Stay in touch for updates.

The Club agreed to bring a canned food good to our meetings each month to be donated to the Food Larder at the Grace Church in New Britain. This month, we collected **99 pounds** of food and goods. With an Annual GOAL of 1,500 Lbs. Way to go Road Angels and **THANK YOU** for your continued support!

Thank you for your continued interest in the Road Angels of Doylestown and, of course, your support as we strive to support local non-profit organizations. Due to yours and our sponsors support, this year the Club was able to donate approximately \$10,000 to several local charities and organizations



Love at First Sight, Car Edition

Hagerty Media
February 2026

As we have been making our reservations and picking out flowers ahead of Valentine's Day, we couldn't help but turn those thoughts of love into something car-related (it's what we do; we thank our significant others daily for tolerating us). We've all been hit with that thunderbolt before, and we don't soon forget it. These are some of the cars, among many, that our team fell in love with the moment they saw them. Let us know yours in the comments.

Buick Riviera

I fall in love pretty easily with cars, so while there are at least 20 more on my mind when I am asked this question, the '65 Buick Riviera that stopped me dead in my tracks

at a car show when I was a kid is the car I usually mention. Taut proportions, understated, those hidden lights, and simplicity with just the right amount of glitz - even school-age me knew the Riv was something special the moment I laid eyes on it. —*Eddy Eckart*

Alfa Romeo Giulia Sprint GTA

Alfa Romeo Giulia Sprint GTA. When I was a teenager, our neighbor had one squeezed into his garage alongside an Alfa 1900, which may have been even more rare. But it was the GTA, with its Autodelta alloy bodywork, magnesium alloy wheels, and Cloverleaf badging, that won me over. He rarely drove it, but when he did fire up the little 1600-cc twin spark motor, I'd run out to listen. Many years later, I owned a Giulia Super, which is as close as I'll ever get now, I expect. —*Nik Berg*

Jaguar E-Type... and the Studebaker Avanti

It's between the Studebaker Avanti and the hardtop version of the Jaguar E-Type, but I gotta go for the Jag, circa 1967, wire wheels, British Racing Green paint, and covered headlights. The Avanti has aged reasonably well, especially for a car designed on the fly, in the middle of a losing battle to survive, but the E-Type—well, it hasn't aged at all. Every time Jaguar says some new car "celebrates the E-Type," it doesn't, and designer Malcolm Sayer turns a little in his grave. —*Steven Cole Smith*

Flatfender Jeeps

A motorcycle friend started sending me lots of photos of CJ2A Jeeps a couple of years back, and while I found them neat, it failed to light a fire. Then I was dropped off in his driveway after buying a motorcycle from him with plans to ride it home, and the first thing that greeted me was this perfectly-sized smile machine powered by a flathead four. Windshield down, we motored about town picking up the supplies needed to get my road trip machine running and ready for the adventure. Maybe it was the early-summer New England air and sun, or the way the Jeep seemed to round up all my favorite parts from my cars: The simplicity of my Model A, open feeling of the motorcycles, and utility of a pickup, all with a heavy dash of something unique that I just haven't found replicated anywhere else. The look in person captured me, and the charm of getting to know it confirmed the feeling was love. Now I just need to find space for one of my own. —*Kyle Smith*

First-Gen Acura NSX

One of my neighbors had a red Acura NSX. He drove it only a handful of times a year, usually in the spring or summer. I was probably six when I first saw it, and it was the first real exotic I'd ever witnessed in motion. There was something so pure about the shape that just captured my attention. It was one of my toy cars come to life—low, sleek, and fast. —*Eric Weiner*

The Last Dodge Viper

I was not a big fan of the Dodge Viper at first. The early ones were bulging and muscular, sure, and they looked cool, but their styling was so over the top. The interior also left a lot to be desired. The second-gen cars were more subdued, and I liked them a bit better, but the final generation, when it came back in 2013, was just the right combination of brutal and elegant. I got to drive a few of them, including an ACR, and then spent a lot of time in the 2015 Viper GT that Freiburger and Finnegan thrashed for an episode of *Roadkill*. (Eric knows that car as well.) Yeah, it did end up a bit worse for wear after its stint off-road, but it still looked amazing. I was surprised at how well that car fit taller drivers, and how much of a road-tripper it could be. Despite the top-end power of its 645-hp V-10, it served quite well as a commuter. I still think it's one of the most beautiful cars of the 21st Century. —*Brandan Gillogly*

First-gen Porsche Boxster

Long before I knew about the structural penalties that convertibles paid over their coupe counterparts, and back when I thought a "sports car" was just any car that looked mildly inconvenient to drive every day, I saw a first-generation Porsche Boxster. Fried-egg headlights be damned, I was awestruck. I was only 6 when I saw it, but I remember thinking there was just *something* about it that oozed coolness on a scale I hadn't yet known existed. I thought the engine was in the front for the next 6 years. No worries. To this day, I reckon it's probably one of the most enjoyable driving experiences you can find on a good back road. Maybe someday I'll bug Eddy enough to let me have a go behind the wheel of his. —*Nathan Petroelje*

Second-gen Dodge Rams

I was never a fan of Dodge's first-generation full-size D/W-series pickup trucks. Something about them always seemed so frumpy, especially in the context of GM's Squarebodies and the two generations of F-150 that appeared during the same period. In February of 1993, I went to the Chicago Auto Show. The new Supra debuted there, which I've only just now learned by looking it up, because of all the vehicles I saw that day, the one that has *always* stuck with me was the new Ram pickup. Holy smokes, that thing was like no other truck I'd ever seen, with that massive grille and front-end styling reminiscent of a Kenworth T600. The difference between the past and the future was so striking, and remnants of that overhaul carry through today's newest Ram trucks. —*Stefan Lombard*

Spring is coming! Pre-trip checkup: Inspect these systems before that first spring trip

Rob Siegel
April 2021

Although anything can go wrong in a vintage car, the problems that strand you are actually pretty predictable. Problems stem from failures with ignition, fuel delivery, cooling, charging, belts, clutch hydraulics, and ball joints. Address these things and you give yourself a pretty good inoculation against trouble.

The ignition systems in most pre-1980 cars have points and a condenser. Over time, the point gap closes due to pitting of the point faces and wear of the nylon block that rides on the distributor's cam lobes. Do a dwell measurement and, if necessary, adjust the point gap to set it to spec. Make sure the distributor cap isn't cracked and that the plug and coil wires can't easily be pulled out of their connectors.

Fuel delivery issues are commonly caused by a bad fuel pump (I always carry a spare), but a thorough fuel system inspection should include replacing any rock-hard or very soft fuel lines and checking for rust in the gas tank, which can cause the fuel filter to clog up.

Cooling system problems come in two forms: leaking and hot running. Leaks typically come from split hoses, failed water pump seals, or cracked reservoirs. Squeeze all the cooling hoses. If they're too soft or too hard, replace them. Rock the fan fore and aft to check the water pump bearing. If there's anything other than the smallest amount of play, replace the pump. Hot running occurs when a leak-free system runs in or near the red part of the gauge. If you're going to be driving in hot weather, test it in hot weather.

The charging system—the alternator and voltage regulator— should charge the battery at about 13.5–14.2 volts with the engine running. Inspect all the wires to the alternator for corrosion and breakage. If you have concerns, throw a spare battery in the trunk, as a vintage car can run for hours off a fully charged battery.

Because there's often a single belt running the water pump and alternator, a malfunction can cause those two crucial systems to fail. Inspect the belt, replace it if cracked, and check that it's tight, deflecting about half an inch under thumb pressure. Also verify the pulleys it runs are parallel, as alternator bushings can degrade, causing the alternator to cock and the belt to slip.

Clutch hydraulics—the master and slave cylinder—can be surprising failure points. You can inspect the cylinders for signs of leakage.

Any steering or front suspension component can fail, but it is the ball joints that take the pounding from potholes and allow the front wheels to turn. And if one fails, you lose control of the car. Have a mechanic check for play.

Are all pre-trip boxes ticked? Excellent—now go drive!

Upcoming Car Events

**March 21 & 22, 2026
Saturday, 9:00 AM – 7:00 PM
Sunday, 9:00 AM – 4:00 PM
East Coast Nationals
Greater Philadelphia Expo Center
100 Station Ave., Oaks, PA**

SAVE THE DATE!

J U L Y 26, 2026

"Road Angels Car Show"

Location...

Dublin Vol. Fire Company, Dublin PA

Want to volunteer for Show Setup on July 25? Or Help on Day of Show? Call Al Tursi at 267-893-9796 or email altursi@gmail.com

Become a Road Angel

Benefits of Joining THE Road Angels Club

- ***Our Club is a great way to connect with like-minded enthusiasts***
- ***Our Club helps charities on a group level; sponsorships***
- ***Your social life will improve immeasurably through group events and socials***
- ***You'll have an incentive to look after your car***
- ***Community involvements***
- ***Going to other car shows as a Club, with friends / families***
- ***You will be part of our Annual "Run with The Angels" Car Show***

So much more: camaraderie; family socials; road trips!!

For more info please contact our President, Al Tursi, at altursi@gmail.com or 267-893-9796

"We will be looking forward to meeting you!"



**Road Angels Members
Brad Sanders' 1988 Firebird**

**Road Angels Members
Jim Serafine's 1932 Ford
Coupe**



Celebrations



Christine Sanders – February 4
Wally Stronski – February 10
Jann Tursi – February 10
Bill Bell – February 11

Paula Hocker – February 12
Judy Wholf – February 13
Cynthia Kaiser – February 17
Rich Kelly – February 18

Concetta Ford – March 5
Al Tursi – March 6
Brad Sanders – March 10
Bill Ford – March 11
Gail Broughton – March 14
Marguerite Duke – March 26
Grace Kelly – March 29
Jean Perry – March 30



Wally & Rosalie Stronski – February 28

Joe & Jean Bernstein – March 27

Mark Your Calendars

~ 2026 Cruise Nights ~

The Road Angels had a very successful Cruise Night season for 2025 hosted by the Dublin Volunteer Fire Company. Thank you Dublin Volunteer Fire Company. The following are dates for the Cruise Nights in 2026 all located at the Dublin Volunteer Fire Company, 194 N. Main St., Dublin, PA:

April 10 – 4:00 – 7:00 PM

May 8 – 5:00 – 8:00 PM

June 12 – 5:00 – 8:00 PM

August 7 – 5:00 – 8:00 PM

September 11 – 4:00 – 7:00 PM

October 9 – 4:00 – 7:00 PM

Food, as always, will be provided by the Dublin Volunteer Fire Company. We look forward to seeing you there. As always, thanks for your continued support.

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