



i Saluti

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Note Bene

by Phil Dean, Pres

"A to Z of the Future"

Good time had by all as the club really pulls together to do the massive (fun?) work of 2005 Spring Fling. About 47 members from adjoining states drove here for 3 days and nights of partying, driving, doorprizes, food, jokes, merriment. Everyone was a winner! Special thanks to the program chairpersons and everyone who helped at a moments notice.

A is for AUTOCROSS results (more Spring Fling results on page 9):

- 1) Glenn Beckerdite, GTV2000, 28.61 sec
- 2) Bob Volpe, GTV6, 28.64 sec
- 3) Greg Hartrum and wife Leslie, '69 GTV, 29.80 sec
- 4) Kyle Piper, multicolored '79 Spider, 30.06 sec
- 5) Dave Sherrick Milano Mano with bad tires, 30.75 sec
- 6) Jeffrey Davis, GTV6 donut master drift king, 31.07 sec
- 7) Phyllis Tilden, Spiderwoman, KC news ed., 33.27 sec
- 8) Mini Driver John ???, BMW-engined Brit car, 35.70 sec

Next event . . .

18th Annual European Car Show
Sunday June 5
 Plaza Frontenac
 Lindbergh Blvd & Clayton Rd

Setup time: 10am - 11am.
 Show time: 11am - 3pm.
 Registration fee: \$20 (\$25 on show day).

Benefits St Louis Shriners' Hospital for Children. For info contact Rick Siefert at (636) 532-1051, x 105. For info and registration form visit:

www.stlww.org/events/AutoShow/euroshow05.pdf

Contact Rich Hirsch at rhirsch@catenary.com or 314 962-7833 for more info.

Also in June . . .

FIAT Freak Out
Friday June 24 - 26
 Lake of the Ozarks, MO
 See article on page 7

"A" also stands for ALFA's return to USA in 2007? That is what *Alfa Owner* says this month..Sergio Marchionne is Italian-Canadian finance guy who plans on Maserati and Alfa sharing same platforms. Needless to say, this has Maser people upset in "Forza" magazine.. They say Maserati and Alfa will still be SEPA-RATE entities to justify to \$125K they just paid on a new Grandsport..which may be OLD CAR in a few months! Newest Brit Alfa is Brera Coupe to be had this year or next according to *Top Gear Magazine*, latest issue with photos.

"B" stands for Biofuel...cars running on crops, cider apples, KFC deep fried chicken grease is what some

say on late nite radio. Our exhaust fumes may smell like "takeout". Chain the dogs or they my hump or eat the SUV exhaust pipe! BAT cars owned by one Alfa guy, said to be at Pebble Beach this August all "together again". Anybody going to Calif take digital pixs. BEIGE is said to be most popular car color next year...to be the "new silver".

"C" is for "car share lanes" like LA and London have. Congestion charging for drivers to central London already discussed. Central Europe is where Brits may be getting their cars from....SKODA factory in former Eastern Block countries.

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St Louis AROC website

www.catenary.com/isaluti

President

Phil Dean
409 E Main St
Warrenton MO 63383
(636) 795-5015 cell
(636) 456-DEAN home
pdeanmd@earthlink.net

Vice-President

John Ryman
RR2 Box 115
Virginia IL 62691
(217) 323-2046
ryman@casscomm.com

Secretary & Recipe Maven

Sue Houser
12736 W Watson
St Louis MO 63127
(314) 842-4832
alfadesign@charter.net

Treasurer

Jane Rauth
27 Marsally
St Louis MO 63131
(314) 991-4890
jrauth@absorene.com

Newsletter

Rich and Janet Hirsch
470 Bellevue
St Louis MO 63119
(314) 962-7833 voice
(636) 285-0813 voice
(314) 962-8037 fax
rhirsch@catenary.com

Program Advisor

Dan Murphy
433 Clearview Dr
Belleville IL 62223
(618) 236-6322
murphydc@charter.net

Tech Advisor

Bob Volpe
2103 County Cork Dr, Apt 2
Chesterfield MO 63017
(314) 731-0914 office

Director

Walt Hatcher
Washington MO 63090
(636) 239-2690 voice
(636) 239-3006 fax

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2005 Calendar

Jun 5 (Sunday)	European Car Show (Rich Hirsch)
Jun 24 - 26	FIAT Freak Out, Lake of the Ozarks, see page 7 for more info
Jul 23 (Saturday)	Day at the Lake (Rich and Janet Hirsch)
Aug 27 (Saturday)	Alfa Picnic in Washington MO (Walt and Marian Hatcher)
Sep 17 (Saturday)	Greentree Festival Car Show (Harden Ervin)
Sep 24 (Saturday)	Hermann Tour (Chuck & Sally Workman and Dale & Juanita Dodd)
Oct 2 (Sunday)	Tech Day at Volpe's Shop
Oct 9 (Sunday)	Columbus Day Parade (Norma U.)
Oct 28 - 30	Eureka Springs AR (Kansas City AROC)
Nov 5 (Saturday)	Planning Meeting (Ralph and Jane C.)
Dec 11 (Sunday)	Christmas Party (Mike and Sue H.)

ROAD RALLY NEWS

by Mick Houser

2005 is/will be a very busy year both in the St. Louis area or other places. Y'all have a chance to come out and show off a little bit or at least spend some time "driving" instead of just sitting around letting your favorite toy gather dust!!!!

Local SCCA events.

June 4: "Get In Gear" -- Sponsored by the St. Louis MADD chapter with assistance from SCCA.

Starts at St. Louis Mills Shopping Mall on I-370 in Earth City. Should be a very simple course following thingy.

June 26: "Monopoly 2" -- Probably a gimmick type chaired by Tom VonHatten. Starts at the Starbucks on Hwy 30 just west of I-270 & ends in Columbia, IL.

Haven't seen the General Instructions although I volunteered to do the safety precheck. More info later maybe in next month's newsletter.

[Continued in next month's newsletter -- RHH].





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Restoration of a Giugiaro Gem

by Bob Volpe, St Louis AROC

Ahh, the poor neglected GTV-6. It should come as no surprise to most of you that among the contemporary Alfas, it's probably the least favorite. Parts availability, both mechanical and cosmetic is more limited than other models, and the aftermarket seems to have focused its efforts on the Spider, GTV, Milano, and now, the 164, more so than the GTV-6.

Not that these other models aren't important, but when an opportunity for me to assist in bringing a GTV-6 back to the kind of condition that Alfa intended for it to be seen, driven and enjoyed in, presented itself recently, it just made the job a little (lot) more frustrating. And for those of you who know me, you know I am partial to these cars; owning an '86 GTV-6 Callaway Twin Turbo and having a GTV-6 as my racecar, I obviously go through parts quickly.

I came upon the (dubious) honor of being, for lack of a better term, the "General Contractor" of this restoration for Glenn Hutchens' '84 Red/Tan GTV-6. Glenn lives in Louisiana, and dropped the car off in a very raw state. We had the car on and off for 53 weeks, during which time we (and others) did mechanical, interior, body and paint, wheels and tires, electrical, and final reassembly work before the car was shipped to Louisiana.

The final result? Gorgeous, a pleasure to drive, and deserving of a loving owner. Oh, did I mention that's MY opinion? As of this writing, Glenn hasn't seen it yet—he still has to weigh in on the whole opinion thing, but he's just the owner, right?

The Raw Product

When the car arrived last April, it was ROUGH! First impressions were: Interior seats were shot, all of the vinyl



was faded, the carpets were OK but filthy, dash was cracked, gauges were missing, paint was as fuzzy as felt, there was rust in two spots by the sunroof where someone had put a wind deflector, and it ran on 4 of 6 cylinders, when it ran at all. Glenn chose this car on the basis of the condition of the body. It was very straight, and after investigating further, showed no signs of underbody rust, prior damage, accidents, and strangely, NO shock tower rust, which is typical of GTV-6's!



Mechanical

The first order of business in my mind was to get the car running, and see how strong this GTV-6 was mechanically, BEFORE the client invested a lot of money in cosmetics. The mechanics involved in the project beside myself were my two top techs, Tom Wokjic, and George Donovan.

Either God was looking out for him that day, or Glenn knows how to pick a car, because after a little work, the transaxle worked fine, and the engine worked better. Some chassis and brake work, motor mounts, AC and drive train, and we had a strong solid car to build from. On Glenn's orders, we stripped the interior, sending the dash to Just Dashes to be completely remolded, and the seats, door panels, and ancillary pieces to be redone by Tom at Auto Match (**not** Color Match).

Interior

Re-Originals provided the ALL leather seat covers in genuine late model Recaro/GTV-6 - style O.E. tan front AND back (yum), and the other interior pieces were dyed to match perfectly, all done at Auto Match. The dash arrived and needed quite a bit of work to fit, but the end result was extraordinary. The carpets were in good shape, and since replacements were not available, we cleaned/dyed them in-house, to an almost - new appearance. The finishing touch came from Palo Alto Speedometer, who cleaned and recalibrated the Speedo and Tach, and put new needles in place of the sun warped old ones.

Body and Paint

After we did the mechanical work, stripped the interior, delivered the seats/doors/trim to the refinisher and sent the dash off to Just Dashes, we delivered the car to the body shop.

Bill Hanneck was a body man recommended by Graham Davis (known to many unfortunate members of the

continues on page 6

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Note Bene continued from page 1

"D" is for driverless Hybrid vehicles and digital speeding cameras just mailing you a ticket for your 59 in a 55 zone. Brits have diesel hybrid buses already rolling around.

"E" is for extinction of the dumb....besides the guys who shoot themselves, set themselves on fire then jump in the lake and LIVE to get trip to local Psych hospital....well documented on these pages. GM Europe has seen no profit since 1999..junk bond status of stocks, etc. Browns Lane Jaguar plant closed after decades of use.. Ford losing money on heavy gas guzzling SUVs with Bridgestone tires which explode..

"F" is for fuel cells...said to be dominant form of transport by 2030. Far East will have 60% of growth..ie China, Thailand, Indonesia. Fingerprint sensors on the cars to get in..what about MO winters with 2 gloves in place?..Sorry, "ain't gonna work Bro"

"G" is for Green supercars..new Toyota Supra to be a hybrid. BMW hydrogen fueled prototypes made. FORD SUV hybrids. Chevy truck hybrid.

"H" is for Hemp interior mat'l in Mercedes A class in side panels. Heads up display units more common in BMWs and Pontiacs. Hydrogen fuel pumps in Iceland and San Diego.

"I" is for ipods on your CD stacker or Apples MP3 player. Insurance companies want your car satellite tracked

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St Louis MO 63136
(1/2 mile south of I-270)

to prove the "lampost did not jump out in front of your drunken arse"

"J" is for jailed motorists...erase that thought. J is for June July event...June 5th Euro Car Show at Plaza Frontenac Mall. Advance entry is \$20, \$25 day of event. June 4-5 is "Ferrari on Oak Street" event... See www.ferrarioakstreet.com to crash the Sat nite cocktails, etc.

June 19th is Formula one at INDY..Grand Prix World Championship may be won by Renault this year unless Mc Laren MBZ catches up. Ferrari got Bridgestone crummy tires this year...or no money for testing or both.

June 24 the FIAT Freak out at Tan Tar A Lake of Ozarks resort...many of our club attending this.

July 23 is Hirsch Lake party..get your swimsuit ready or dive naked off their deck..

"K" is for Kyoto Protocol which USA did not sign. CO2 emissions to be cut by 2012. London,UK Mayor KEN Livingstone said, "I hate cars. If I ever get any powers again I'd ban the lot"

"L" is for Lamborghini Gallardo built to compete with Ferrari, Aston Martin, Prosches, Ford GT, ...Gallardo has conventional doors and fits XXL sized drivers with quad cam-V10 engine is 500 hp/4961 cc and 369 ft/lb torque and zero to sixty in 4.2 secs with cost of Euros 139K. Engine spins to 8050 rpms before fuel cutoff prevails. Mulsanne straight at 200 mph is do-able and safe with 4WD traction.

"M" is for muscle cars making a comeback and selling for big bucks at Barrett Jackson auction in Jan 05. Dodge

Chargers, Pontiac GTO, Ford Mustang comebacks...

"N" is for coppers with automatic Number plate recognition in UK soon. Good, maybe dumb Warrenton cop can check me out in less than 30 minutes next time I forget to use turn signal on deserted street!

"O" is for Geo ORWELL who predicted Socialist plans for world by 2010, drivers cars to be monitored by satellites and chip implanted in our heads when people vote for dumb New York Senators to higher office..

Or, it could mean...

"On Love" by Ava, an 8 yr old kid who said. "One of you should know how to write a check, because, even if you have tons of love, there is still going to be a lot of bills."

"P" is for chameleon paint which change colors at different temperatures...

Or for Portuguese Poem which says, " Visits always give pleasure, if not in the arrival, then in the departure."

"Q" is for Quattroroute" ..many checks written in past on this account.

"R" is for racing.. or Ferrari Window 308 REGULATORS which cost \$498.72 a piece from T Rutlands Parts in Tucker , GA ph 800-233-7820 to confirm. "Mondial rear window regulator replacement is NOT a DIY job".

"S" Skycars..Israeli sky cars and Honda/Toyota to develop jet plane flying taxis. NASA developed sky cars being developed. I lost the Israeli web site..see *Autoweek* from 2 weeks ago...page 21 with two versions..one from red neck

continues on page 11

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- **Wanted for '91 Spider:** Owner's manual for '91 and nonrusted headlight bucket and the adjusting mechanism for 3rd series Spider. Chuck Workman, ceworkman@ktis.net
- **Folding Travel Chairs,** red with Alfa Romeo embroidery. 2 chairs w/o arms \$20 each. 2 chairs with arms \$25 each. Steve Coldewe 636-464-4019 alfa57@sbcglobal.net.
- **Wanted: 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 car. This is a very serious inquiry from a Alfa member in N.E.Ohio. Please contact me at 440-895-1358 or jjweh@peoplepc.com. And we can talk.Joe A. Wehrheim Club # 34913



Tensioner continued from page 3

St. Louis Alfa Club), and used by probably the most prolific restorers in the Club, Ralph and Steve Coldewe, among others. Bill is unique in that he doesn't use body putty, but welds in new metal in rust areas and shapes it until the contours are perfect, rather than smoothing layers of putty to contour the metal with a sander. Definitely not the easy way out, but a long lasting, beautiful result when done correctly.

The big surprise while stripping the car to bare metal was to find THREE complete paint jobs on the car, and NO



PUTTY! Why three red paint jobs? Anybody's guess. Now however, we're back to a clean slate with one deep, lustrous, smooth paint job in AR-530 Red with a boxer style anthracite accent on the bottom half.

Wheels and Tires

This was a tough call. Glenn kept upping the ante, going from the stock 15" x 6" to 16" x 7", and eventually ending up at a whopping 17" x 7 1/2" Ronal 10 spoke! Tire choice was a good one – Goodyear Eagle F1 D3's, pretty much the top of the crop these days. The tire size was dictated by 2 factors:

1. Ronal's policy that they would not honor a return policy if the tire size exceeded their spec of 205/40R17 for an '84 GTV-6.
2. My backspace measurements resulted in a largest possible width/aspect ratio of 215/40R17, but with some potential rubbing on the rear of the front fender liner, something I thought Glenn would not want to deal with long term.

Reassembly

The interior was bare – no carpet, seats, door panels, trim, weather-stripping, and, oh yeah, no dash. Nothing, I mean NOTHING could go together until the dash could be installed, which meant all the under dash wiring had to work, yards of ducting, **2 separate air conditioning systems**, need I continue? The problem was that in the remolding of the dash, extra material was added, and excessive trimming and fitting to the car was necessary, taking lots of precious time. The dash was so overstuffed at first, we almost pushed the windshield out on a test fit!

Once the dash was trimmed and in though, the carpet, door panels, seats, and consoles were installed quickly. Of course, after all the overspray and a year of no action, windows, mirrors, etc., were dead to the world, which we expected. Off came the door panels, and on one side, the window, tracks, motor and all. The same malady affected the ignition switch with intermittent start problems, and if not for our in-house electrical wizard Tom Wokjic, we would have had to do a new ignition switch.

Once these issues were addressed, it was back to the body shop for a quick touch-up of some minor paint issues.

Finito!

At first, the final result met with mixed reviews; the wheels and tires looked great, and gave the car a much more contemporary look, although Alfa purists will find the choice purely an act of Satan himself, I'm sure. But the gap in the front wheel well, already an eyesore on any non-lowered GTV-6, was accentuated. Glenn finally relented and had us lower the car, and, VIOLA! Pure magic! The proportions were perfect, the drivability was improved 10-fold; the car was transformed, both visually and dynamically. Now the car had balance, firmness but not harshness, less lean in corners, and all the dynamic qualities you would expect from a contemporary Alfa.

Is it perfect? No. Unfortunately, while driving the car back from the body shop April 19, the evening before the



transport was to pick the car up at my store at 9:00 AM the next morning, the fan motor went out. Figures. Five minutes later, the right rear blinker fried. (OK, now I'm wondering if this is an English car or an Italian car?) What's that flapping noise? Body guy forgot to put body clips in the plastic cosmetic bumper covers. @#\$\$%*#!!!!

Transport guy shows up on time (figures), but guess what – he says take your time, and gives us an extra 1 1/2 hours to do some final tweaks on the car. Fix the lights, fix the bumper covers, check the fan – not enough time for that one. I'm feeling bad that I can't give Glenn a perfect car, but a deadline is a deadline, and s__t happens.

continues on page 7

from Scenario, KC AROC

Fiat Freak Out entices Italian metal to "meet in the middle" in MO

Freak Out veteran says it's definitely THE place to be

by Chris Layton

Born over 22 years ago, out of the desire for a few "Fiat Freaks" to get together and talk cars, Fiat Freak Out has grown into a 200+ car event that now encompasses all makes and shapes of Italian metal. Based mainly on the east coast, this year brings the event to the middle of the US and to the scenic city of Osage Beach, Missouri. Many on the West Coast who could not make the trek to the East Coast are planning to "meet in the middle" for the 2005 event.

The Freak Out is more than just a one-day car show, it is a gathering of people that feel passionately about cars. The Saturday Concours event is peoples' choice and is divided into several categories (seen at

ffo05.italiancarclub.com/classes.htm). This is one of the few "show events", as the rest of the line up of events (seen at ffo05.italiancarclub.com/itinerary.html) focus on driving our cars and, when not driving, getting to know the other wonderful people in attendance.

My personal experiences with the group running this year's event (FLU is divided up into chapters just like AROC) started 3 years ago at an event called MOFLO (www.moflo.org). I bought my Fiat 10 years ago, while in

college, as a beater, something fun to drive to and from school and let the wind get in my hair on pretty days. It was also a run down car with 3 gears (1st, 3rd and 5th), one working brake caliper, and duct tape on the top. (And those were its good points!) I also visited a local Fiat community on the net from time to time called MiraFiori (www.mirafiori.com). It was there that I saw a post about a Fiat outing in mid-Missouri. I said to myself, "that sounds like fun!" So I grabbed a few friends and headed North! It was at MOFLO that I met some of the many great people that make up the Fiat/Lancia community. I have been a part of many car clubs over the years and was used to club camaraderie, but what I found here was something more. The friendliness and

acceptance of anyone there (Italian car or Ford truck-it didn't matter to them) was only rivaled by the fun they had when these people got together.

Last year my wife and I got to take this fun to a new level at Fiat Freak Out 2004, in beautiful Ashville, NC. Here I learned what happens when you take over 100 Italian cars and their owners, and put them in one hotel for a weekend: PURE DELIGHT! The chance to see rare Abarths, a Fiat Multipla, and the many I-Car beauties at this event was only rivaled by getting to meet their proud owners. I left on that Sunday afternoon with many good memories and quite a few new friends who I hope to see again this year.

If anyone has any questions about this year's event, contact Mike Greer at lavolpe22@sbcglobal.net.

FIAT Freak Out 2005 at Lake of the Ozarks Tentative Schedule

Friday, June 24:

Registration
Evening Happy Hour (cash bar)
Evening Barbeque Buffet (FFO prepaid event)
Night Board of Directors Meeting

Saturday, June 25:

Concours Display, (FFO prepaid event)
After Concours Drive around the Lake of the Ozarks
Evening Awards Banquet, (FFO prepaid event)

Sunday, June 26:

Morning Tech Sessions
Afternoon Cave Tour, Drive, Yacht Cruise,
Fun on the Lake
Evening Italian Dinner Buffet, (FFO prepaid event)

ffo05.italiancarclub.com

Bottom Line

Did we make out on the job? I don't think anybody ever makes money on a restoration, unless the customer is really pissed or sues you. The hours of extra curricular research, unexpected work and repairs that cropped up at the last minute, etc., makes me realize why more people aren't in the biz. But the intangible factor is the completion of a project that you are dedicated to as much as the owner, and take as much (or more) pride in than the owner. This type of work, on an occasional basis is what makes the day-to-day repairs bearable. We really helped to create something beautiful, and to preserve something of immeasurable value, the true value only know to the man who possesses it.

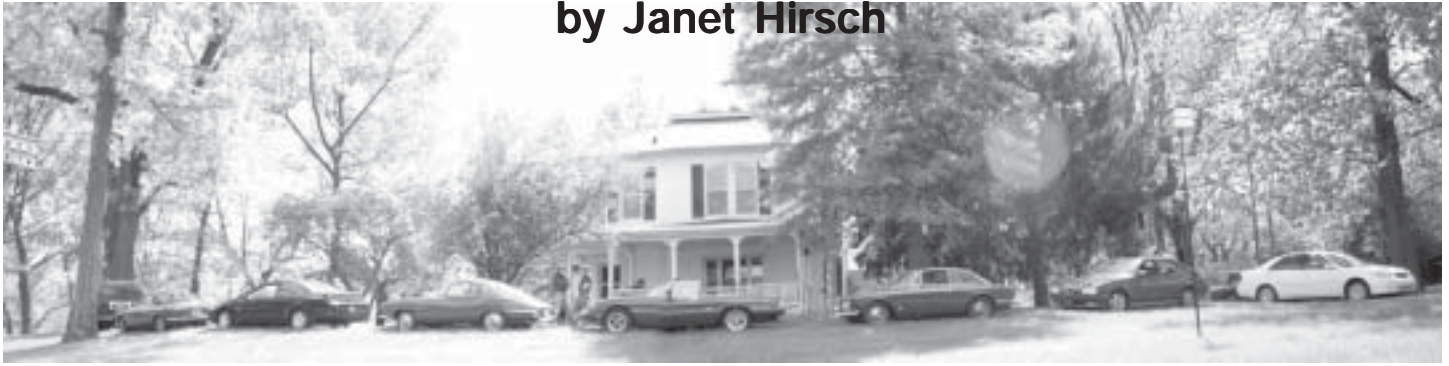
I only hope that Glenn Hutchens is as proud and happy with the results as we are.

How to register for Fiat Freak Out 2005:

Registration MUST be received by June 15. The registration form is at www.flu.org/ffo/regform.pdf

As I read the info on the form, if you want to participate in concours or other driving events, you must join the National Fiat Club (FLU) for \$29. You don't have to join FLU if you only plan to attend meal events. I'm seeking clarificatoin on this -- RHH.

Spring Fling 2005 by Janet Hirsch



The Art Exhibition and Open House was held Saturday afternoon at the home of Walt and Marian Hatcher overlooking the Missouri River. The driveway and lawn were filled to capacity with Alfas.



Concours Sunday morning at the Clemco parking lot. This was the biggest field of entries ever. There were a record number of classic GTVs-- 6!



Competitors line up for the start of the rally. Photo by Phyllis Tilden.



Bob Volpe preparing his GTV6 racecar for concours.



Phyllis Tilden negotiating the cones in the autocross. Phyllis was fastest woman of the day.



First place winner of Art Show: Steel Logo Relief Cutout by Glen Cunningham.



"Alfas in Motion or Not" by Bruce and Phyllis Tilden won second place.

Results

Rally

1. Bruce & Phyllis Tilden
2. Mike & Sue Houser
3. Chuck & Sally Workman

Art, theme "In Motion"

1. Glen Cunningham -- Steel Logo Relief Cutout
 2. Bruce & Phyllis Tilden -- "Alfas in Motion or Not"
 3. Sherri Coldewe -- "Vargas Girls in Motion" Quilt
- HM Sue Houser -- "Sunburst" Reversible Jacket

Alfa Oscar award for most troubled Alfa

Bruce & Phyllis Tilden

Autocross

1. Glenn Beckerdite
2. Bob Volpe
3. Greg Hartrum

Concours

1. John Greason -- '71 Montreal
2. Steve Coldewe -- '62 Giulietta Sprint Speciale
3. Harden Ervin -- '72 GTV

"Vargas Girls in Motion" quilt by Sherri Coldewe.



"Sunburst" reversible jacket by Sue Houser.



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- International AutoParts, www.international-auto.com
- Centerline Alfa Parts, www.centerlinealfa.com



Alfisti Cooks!

by Sue Houser

Spring Fling was certainly a good time this year (as always). We had our usuals from the St. Louis and Kansas City clubs, plus some new and old members. It was good to see JD Crownover again. He was up from Huntsville Alabama. It has been a few years since he moved away.

Jerry and Debbie Dublan made the trek from Chicago, for their second Spring Fling. I think the service was much better this year. Alvin King and his daughter Isme of Memphis made it a dual purpose trip, Spring Fling and college shopping. Glen and Hattie Cunningham, also of Memphis joined us again, and with them they brought Craig and Laura Greason.

Whenever we meet up, whether at Spring Fling, Eureka Springs, at a meeting, or on the phone, the camaraderie and friendship is always there. That's what makes Alfisti special. However, if it wasn't for the selfless handing over of recipes, there would be no *Alfisti Cooks!* Column. Thank you. Of course, this brings us to Dorothy Fleming's recipe for Pineapple Angel Lush, which she brought to the Swap Meet. It was delicious!

Dorothy Fleming's Pineapple Angel Lush

- 1 pkg. (4-serving size) Jello type Vanilla Instant Pudding/Pie Filling
- 1 20-oz can Crushed Pineapple (natural juice), undrained
- 1 c thawed Cool Whip (or similar) whipped topping
- 1 10-oz ounce Angel Food cake
(can substitute pound cake cubed if desert is made in a serving bowl)
- 10 small to medium size strawberries, or equivalent amount of maraschino cherries

Mix dry pudding mix and pineapple with juice in med. bowl. Gently stir in whipped topping. Cut cake horizontally into 3 layers, or into "bite size" cubes. Place bottom cake layer, cut side up, on serving plate (or place a layer of bite size cubes into bottom of a serving bowl). Spread 1-1/3 cups of the pudding mixture onto cake layer. Cover with middle cake layer (or another layer of bite size cake cubes). Spread 1 cup of the pudding mixture onto middle cake layer. Top with remaining cakelayer (or cake cubes). Spread with remaining pudding mixture. Decorate top of Lush with strawberries or cherries as desired. Refrigerate at least 1 hour or until ready to serve.

Makes about 10 servings.

Note: If desired you can sprinkle a few of your favorite nuts (pecans, walnuts, etc.) on top of each layer of the pudding mixture.

Dorothy, thank you again for sharing your recipe. I know I certainly enjoyed it at the Swap Meet. Hope to see all at the European car show.

In the photo you can see our 16-week-old Collie puppy. That is Sean, the newest member of our household. He'll be a LOT bigger by the time the Christmas party rolls around.

Woofs and Meows,
Sue



Note Bene continued from page 6

welder guy who has Panoz Esperante powered car/plane did not get out "ground effect"... NASA has stuff on sats.larc.nasa.gov/main.html

"T" is for technology for all..DVD in every car..

"U" is for Uncle Sam taxes at the pump support environmental wackos to get what they wanted for years..No SUVs

"V" is for voice controlled vehicles like Acura TL and Vinyl roofs said to make a comeback..

"W" is wireless internet in cars...

Woodies?...Dodge Magnum and Mini Traveller to have faux wood sidings

Weird science by kids written on term papers.."H2O is hot water and CO2 is cold water"

"X" is Xenon headlamps which sees 80 meters ahead..

X Prize Cup to move passenger craft into Space..like recently done.

"Z" is for zero emissions fuel cell car (by GM?) to be done by 2006, mass produced in 2010.

Sorry for my ALFA writers block..see ya at Italian car events this SUMMER...

Dr PHIL



Sean the Collie puppy.

from www.stuff.co.nz

Old campaigners for greatest race

The 24 hours of Le Mans is rated as the greatest race of all and it's all the better for an annual classic event that runs just a few hours before it. Dave Moore explains.

Every year the crowd at Les Vingt-Quatres Heures du Mans remembers the good good old days with a support race featuring some of the best performers from more the 80-plus years of 24-hour racing at the famous venue.

The classic period immediately prior to World War 2 and the halcyon days of the early to mid-50s are represented, and while this means the 1966 race-winning Chris Amon/Bruce McLaren Ford GT40 won't be racing, some great Jaguars and Porsches certainly will be.

On Saturday June 18, a few hours before the start of the Le Mans 24 Hours, 61 cars from the 1935-1955 era will compete in the Le Mans Legend: a one-hour, two-driver race on the full Sarthe circuit. The Le Mans Legend is run by Motor Racing Legends in partnership with the Automobile Club de l'Ouest.

The line-up of cars for this year's Le Mans Legend is looking exceptional. "Entries have far exceeded the 61 cars which can start the one-hour, two-driver race," says the race organiser, Duncan Wiltshire, "so we're accepting entries on the basis of provenance: cars with genuine Le Mans history, or sister cars of the same specification."

Headline entries include Sir Stirling Moss in the very first production C-type; three-times Le Mans winner and 1961 F1 world champion Phil Hill in an ex-Fangio Alfa Romeo 3000CM; and Johnny Herbert in a 1955 Jaguar D-type.

Cars with real Le Mans history are plentiful. There's an HRG Le Mans from 1949 and a Jaguar XK120 from 1950, plus a very special XK120 LT2 from the following year. This is one of the two lightweight XK120s with a one-piece magnesium body which Jaguar prepared for 1951 in case the C-types weren't ready. History tells us that the XK120s weren't needed - the C-types went on famously to win.

Also entered is a Gordini T23S which ran at Le Mans in 1950 and 1951, before being fitted with a larger, six-cylinder engine for 1952. In this guise it led the race for 8½ hours before a brake problem forced retirement.



Alfa Romeo 6C 3000CM

Among the later racers is a Jowett Jupiter Le Mans R1 from 1952, and the actual Hamilton-Rolt Jaguar C-type which won outright in 1953 and is now owned by Duncan Hamilton's son, Adrian. The following year, 1954, saw the first Jaguar D-types at Le Mans - and the D-type which came second overall that year is entered in the Le Mans Legend, along with the Porsche 550 RS which came 12th. And from 1955 there's a Frazer Nash Sebring and a

Triumph TR2. The TR2 finished 19th - and last! - that year, and will be driven in 2005 by Tony Dron, Triumph's last works racing driver.



1952 Gordini T23S

Dron is also one of the many drivers who is a veteran of the modern 24 Hours. Other veterans include Nick Faure, who will be driving a 1953 Porsche 356 in the Le Mans Legend, and 25-year-old Gavin Pickering - who already has three modern Le Mans under his belt. There's also Nick Mason, better known as Pink Floyd's drummer than a Le Mans racer, although Mason competed in the modern 24 Hours five times between 1979 and 1984.

Meanwhile, former two-wheeled world champion Stuart Graham will take the wheel of a 1955 Austin-Healey 100S, and Barrie Whizzo Williams is down to drive two cars in the race: a Jaguar D-type and an Ecurie Ecosse Jaguar XK120.

Long-time Lotus enthusiast Malcolm Ricketts will race his 1955 Lotus IX, remembering that this is the 50th anniversary of Lotus' debut at Le Mans.

If you would like to know more about this classic preamble to the great race, have a look at <http://www.motorracinglegends.com>.



Glenn Beckerdite and his
autocross-winning GTV2000.



!Saluti!
Alfa Romeo Owners of St Louis
470 Belleview
St Louis MO 63119

June 2005 AROC St Louis

Jun 5 European Car Show
Jun 24 - 25 FIAT FreakOut,
Lake of the Ozarks

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
						4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
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26	27	28	29	30		