



# *i Saluti*

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**Note Bene**

by Phil Dean, Pres

*Hurricane Alfa (sic) to devastate USA?*

2005? Lots of driving events lately, so my Alfa gets lots of topless time..the convertible top, not me. Hail was hitting my face near Augusta Mt. Pleasant Winery as I was leaving (me no pay \$5 to taste wine, I'm outa here) the Lotus drive which left the Maser Dealer in the flood plain. Hopefully, the weather will cooperate for the Eureka Springs event, snow on autocross can be crazy. A B.R.G. with yellow nosecone, Caterham 7 car (1700cc Ford engine) was in my rear view mirror, he had side curtains up and locked. Looked fun, but his "side impact protection" (thick elbow patch on sweater) looked Halloween scary.

Halloween? Brit MG car club has annual Costume optional drive on 10-29-05 at 1330 hrs (leaves Target store , aka "Tar-jay", on Chesterfield Valley

*Next Event...*

*Fall Fling October 29-31, 2004*

**Eureka Retro**

We're half way there

This is a weekend event at the Inn of the Ozarks hosted by Strada Fantasma, KC AROC. Events include: Autocross, Rally, Banquet, Concours, and Awards brunch.

Make your hotel reservations now -- fall in the Ozarks is one of the most popular times and motels will run out of rooms quickly. Event registration form is on page 11. Directions to Eureka Springs on page 2.

*Coming in November...*

*Annual Dinner & Planning Meeting*

**Saturday November 19, 3 pm**

***Jane Rauth and Ralph Coldewe's, Frontenac MO***

Come to the November meeting, talk Alfas, and help make plans for next year. We will choose a slate of officers to be elected by club members at the December meeting and develop a schedule of next year's events. Then at 5 pm enjoy Jane's famous chili.

Bring those great carved pumpkins leftover from Halloween and we will have a great candlelit display of spookiness.

**Please RSVP to Jane at (314) 991-4890.**

Directions: Exit Hwy 40 (I-64) at Spoede. Go north on Spoede about 50 feet to Hwy 40 Outer Road. Turn left (west) on the Outer Rd and continue on it until the road ends at Marsally. Ralph and Jane's house is the first on the left at 27 Marsally, (314) 991-4890.

Rd). Prizes for best individual or couples costumes, meat and drinks provided (cold lamb and warm beer?)..call John Mangles with his award winning V8 MG creation at 636 939 9338 if you can't do Arkansas trip.

Back to Alfas in 1935, courtesy of "Irv", our cub reporter in West Virginia...quotes from a big "coffee table book" from Hershey PA car meet last Summer:

Enzo Ferrari wanted to fire Nuvolari as Alfa driver, but Benito Mussolini vetoed that idea..he test drove the Alfa Bimotore, then won two Grand Prix in 35 and two in '36 with inferior horsepowered vehicles..(aka Alfas). The fuel to power cars in racing was changed after 1930 rules stipulated gas had to have 30% benzene. So, experiments

*continues on page 5*

*i Saluti* is the official publication of the Alfa Romeo Owners Club of St Louis (AROCSL). Articles, photos, and classified ads should be sent to newsletter Editor. Classified Alfa-related ads are free to members. Please inquire for commercial rates.

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#### How to Get to Eureka Springs

It's about 300 miles from St Louis to Eureka Springs. Take I-44 west to exit 44 (about 30 miles west of Springfield MO). Go south on Hwy H about 12 miles to Hwy 60. Take Hwy 60 west to Monnett MO, then take route 37 south into Arkansas (34 miles). Just past the Arkansas border take Hwy 62 east to Eureka Springs.



## 2005 Calendar

|             |   |
|-------------|---|
| Oct 28 - 30 | Eureka Springs AR (Kansas City AROC)  |
| Nov 19      | (Sat) Dinner and Planning Meeting 3 pm.<br>Please RSVP to Jane at 314) 991-4890 |
| Dec 10      | (Sat) Christmas Party (Mike and Sue H.)   |

### So many alfas, so little room

by Keith Martin

Alfa Romeos, at least the production models, are among the most affordable of vintage Italian sports cars. The listed prices are for cars in very good condition with all their original components.

— 1932-34 P3: Just 15 of these racecars, the best of their era, were made. At the time, the factory team was managed by a young Enzo Ferrari. \$2 million-\$3 million.

— 1956-59 Spider Veloce: An advanced design, this model was legendary for winning races against contemporary MGs and Triumphs despite having little or no special preparation. \$20,000-\$35,000.

— 1966-67 Duetto: It was the last open-top Alfa before the addition of trouble-prone emissions controls and unsightly bumpers. \$10,000-\$16,000.

— 1966-68 Giulia GTV: This coupe was perhaps Alfa's finest four-season sports car. \$8,000-\$15,000.

— 1981-86 GTV-6: The last coupe Alfa brought to the United States had a powerful V-6 engine and crisp styling by Giorgetto Giugiaro. \$3,000-\$8,000.

— 1991-94 Spider: The mechanical systems of the final Alfa convertible were dated, but it had a stylish body. \$5,000-\$12,000.



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from *Globeandmail.com*, 9-22-2005

## Far from Gotham, a different kind of BAT-mobile

by David Grainger

It was at breakfast that I met Gary Kaberle — his shirt with the rear profiles of the three Alfa Romeo BATs embroidered on the breast was the icebreaker.

Kaberle, a dentist from Northern Michigan, had, for almost 30 years, owned one of the cars that were being featured at the Pebble Beach Concours D'Elegance that day.

He was 16 years old in 1963 and on his way to the state fair in Iona, Mich., when he happened upon an unusual car sitting on the used lot at Chapin Motors, a Fiat dealer in Greenville. But the dealer told him it was not for sale.

But Kaberle was smitten and, after talking his mother into making the 80-mile trek to the dealership two or three more times, he finally persuaded the car's owner to sell it to him.

His savings from the tourist-attraction popcorn stand he looked after for \$1.15 (U.S.) a hour weren't enough and he had to borrow \$500 each from his mother and grandmother, but the weird-looking bright red car with the name Alfa Romeo emblazoned on its grille was his.

Kaberle drove the car throughout his teenage years and, while everyone in town knew the car was a little odd, no one really questioned its origins.

Then an acquaintance came by with an old copy of *Road & Track* from 1958. Inside was an article about the Bertone-designed Alfa Romeo BATs (Berlina Aerodinamica Technica) that focused on his car, the BAT 9, the last of three advanced concept cars.

That article began what has been a lifelong obsession for Gary Kaberle.

From that article, he learned that the car was an exercise in aerodynamics and that it was the last of three BATs built.

During his years at university, Kaberle used the car very little and, as a result, one of the cylinders seized, its first major problem. A liberal application of oil down the cylinders freed it up and it ran perfectly once again. Aside from this one problem the Alfa never gave him much problem aside from regular maintenance even when he drove it 20 miles and back to work each day.

During the years that he owned it, Kaberle became an expert on the BAT cars and actually tracked down another of the trio in another Michigan driveway.

He was still in college at time, so while he thought about purchasing it he didn't have the money to own two.

Greater recognition for the car began when he was asked to bring it to the Concours D'Elegance at Meadowbrook Hall in Detroit in 1989. He took it to a shop in Chicago that was familiar with the BAT cars to have it painted.

While it was there, complications arose and the shop owner told Kaberle he doubted that the car would make it to the show. Kaberle's response was to drive to Chicago, roll up his sleeves and jump into the project himself, working nonstop to finish assembling the car.

With the car needing only a couple of finishing touches, including the installation of a new exhaust system, he drove off to Meadowbrook, content that his BAT 9 would be on a trailer not too far behind.

When he got to Detroit, he received a phone call that the new exhaust would not fit, the car might miss the show. After a huge effort, it was finally loaded up and sent on its way but very late.

In the meantime, Kaberle was actually given a room in Meadowbrook Hall itself in which to rest while he waited for the car to show up. At 3 a.m. the day of the show it finally arrived and was unloaded to grace the lawn at its first Concours.

In the 1990s, Kaberle sold the car to finance cancer treatments for his wife, since deceased.

His now very famous BAT 9 has since had a meticulous restoration, gone on to many more events and has been shown twice at Pebble Beach.

This year's Pebble Beach appearance was the first time in years he's seen the car. During the time he owned it and since, Kaberle has travelled the world to meet people like Nuncio Bertone, patriarch of Bertone Design, and just missed meeting the car's designer, Franco Scalione, who passed away, but did meet and befriend Scalione's wife and daughter.

While Kaberle knows he will likely never own a BAT 9 again, he is currently involved in a new project — meeting with Alfa Romeo executives in Italy on the initial design of a new BAT.

The BAT 11 will continue the line more than 50 years after the BAT 9 was created by a little styling shop in Turin and ended up being driven by a young boy on the dusty roads of northern Michigan.



*BAT cars 5, 7, and 9 (1953-1955)*



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10617 New Halls Ferry  
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(1/2 mile south of I-270)

from <http://driving.timesonline.co.uk>

## Branded by their image

If you want to look rich and successful, buy a German car. But if you'd like people to think you're fun, go for an Italian.

A survey has revealed the attributes most closely linked with different car marques. Mercedes, although dogged by problems with reliability in recent years, was voted the badge most likely to convey the impression of success and financial security, followed by BMW and Audi.

But if you want to be seen as the life and soul of the party you'd be better off with a Fiat.

The Italian brand was ranked first in terms of "sociability" while Alfa Romeo, it's sister marque, was the brand most people — more than a third of those questioned — associated with "freedom".

The survey of 6,717 people in the UK, France, Germany, Spain and Italy was conducted by Harris Interactive, an internet-based market research company.

Ford emerged as the brand most closely associated with family values, followed by Vauxhall, Renault and Citroën. No coincidence that the manufacturers perceived as most family-friendly make MPVs like the Galaxy, Zafira, Espace and C8.

"The ability to tap into the perceptions and values held by car buyers is a critical factor in understanding what drives people to buy certain cars," said George Terhanian, president of European operations for Harris Interactive.



Note Bene continued from page 1


were made with Esso made EtOH (ethyl alcohol) 86%, 8.8% acetone, 4.4% nitrobenzene and 0.8% ethyl ether. This gave 370hp in a four liter engine. Methyl alcohol (aka WW), gave same engine 430 hp. (Later, WWII Nazi aircraft used methyl alcohol injection as emergency power). Methyl alcohol gave only one km per liter, so excessive that it was rejected. Later, Alfa team used Fuel XM, aka 40% methyl alcohol, 32% benzene, 24% ethyl alcohol and some "secret fuel (four parts per hundred) which gave 100km distance for only 75 liters. Tazio's Alfa P3 last triumph was in Germany (over MBZ and Auto Union) in 1935 was on the last few laps, with 2 flat tires, after never being in the lead..all the previous laps....300K spectators watched his win. The course was altered with "chicanes", a new term back then, to favor the Kraut cars..all to no avail.

1936 had Alfa use the new Tipo 8C-35 (12 cylinder) but was far behind Bernd Rosemeyer driving the Auto Union Type C.. Nuvolari won Hungarian G.P in 1936...Ruesch/Seaman won with Alfa at Donington ('36)...but Germans absent at later race.

1938/39 was again dominated by Mercedes. Tazio became so disgusted with Alfa in 1938, left the team for Auto Union, in an attempt to win more races. Unfortunately, young B. Rosemeyer was later "pulverized" in a

*continues on page 8*

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**New Listing!**

- **'91 Alfa Romeo 164L**, red, over 100,000 miles but a very strong engine, automatic transmission. I'm only the second owner having recently purchased it from Dr. John Sweet. Everything works but the AC. More buttons to push than you'd ever want. Just a few small dings and a small rust spot above the right wheel well, otherwise excellent and still has great presence. Looking for \$2000. (Selling to put money towards my '67 850 spyder Fiat project.). [Douglas Eller douglase@gracehill.org](mailto:douglase@gracehill.org).

- **'72 or '74 GTV** (he's not sure) burgundy, runs, but needs restoration. Best offer, guy thinks it's worth \$800 - \$1000. He's owned it for 5 yrs. No email, phone him and leave message. JC Gongaware 636 278 9046.



from <http://www.detnews.com/2005/autosinsider/0510/10/0auto-343174.htm>

## What the faithful drive while awaiting Alfa's return

By Keith Martin / New York Times News Service

Many automakers have tried to carve out a permanent place in the American market, only to fail and leave behind bankrupt dealerships and multitudes of frustrated customers.

Despite the hardships caused by the companies' departures, few tears were shed when European marques like Citroen, Fiat, Peugeot and Renault went back home. Offering cars that were not well-suited to American driving conditions or that earned poor reputations for reliability, these brands attracted only small — and not especially loyal — followings.

The parting of Alfa Romeo was different.

A decade after the last new Alfa was sold in the United States, the automaker's mystique is still potent. Those who know and love the cars — the Alfisti — remain devoted. At the annual convention of the Alfa Romeo Owners Club, held in July in Bellevue, Wash., hundreds of owners arrived in prized models from the Milanese carmaker's past. Many of those collectors would welcome the company's return to this country, a possibility the company admits it is considering.

Alfas have always been raced, from the first model — the 24 HP of 1910 — to the current 156, a consistent winner in the hotly contested World Touring Car Championship, a series as popular in Europe as NASCAR is here. Some of Alfa's racing heritage always seemed to find its way into production cars, even the most mundane sedans.

Many Americans' first exposure to Alfa was the Duetto Spider that Dustin Hoffman drove in the 1967 film "The Graduate." That roadster was an excellent example of Alfa's practice of transferring racing technology to its road cars. Many features of the Duetto's engine — an aluminum block and cylinder head, twin overhead camshafts and dual-throat Weber carburetors — were ahead of the competition.

The racing-bred engine gave the Duetto a kick that enthusiasts loved. The same basic chassis and engine design also served as the basis for a homely four-door sedan of the same era, the Giulia Super.

The practice of sharing components was employed by Alfa as far back as 1924, when a similar chassis was used for coupes, convertibles and sedans, all powered by 1.5-liter engines. And it was true of Alfa's last model sold in the United States, the quirky 164 sedan, which shared its architecture with the Saab 9000, Lancia Thema and Fiat Croma.

Since the company's departure from the United States in 1995, Alfisti have held on to a spark of hope that the marque might someday return.

Getting a definitive answer to questions about Alfa's

return is about as difficult as finding authentic pizza in Pyongyang — which is to say, nearly impossible. The official position, outlined in an e-mail message from Richard Gadeselli, vice president of international corporate communications for Fiat, describes the conditions that must be met before Alfa returns to America.

"We have stated that the return of Alfa Romeo to the U.S. market is in the cards," Gadeselli said, "but not before Alfa's increasing and consolidating its sales in Europe. Our plan calls for 300,000 Alfa sales per year in some three to four years. In 2004, Alfa sold 175,000 cars world-

wide. I would also mention that none of the current lineup has been engineered for federal use."

According to Ron Tonkin, whose Portland, Ore., dealership is an authorized Alfa Romeo parts and service center, preparations are actually further along than the company's statement indicates.

"I have had conversations with some decision-makers at Alfa Romeo," Tonkin said. "They have said that Alfas will be sold through Ferrari-Maserati dealers when they return to the U.S. We will probably see the first of those cars in late 2007."

The lack of new cars is not keeping enthusiasts from enjoying Alfas they already own. For a car whose sales peak in America was about 8,200 — in 1986, the same year Fiat took control of the company — parts and service are surprisingly plentiful. While Alfas are regarded by owners as mechanically robust (though it takes a well-versed technician to tune them properly) finding various trim and upholstery parts was once a problem.

Restorations have become simpler than they were 10 years ago with the emergence of companies like Re-Originals, in Houston, that deal in everything from original seat-cover materials for 1960s Spiders to rubber floor mats for other Alfas of the era.

Alfas are often considered a logical first step for collectors attracted to Italian sports cars, starting them on the path to brands of increasingly greater performance and sophistication: Lancia, Maserati and Ferrari.

"Alfas have always been the poor man's Ferrari," said Mark Leonard, a classic car dealer in La Jolla, Calif. "But there was a lot of racecar in every production Alfa."

Each Alfa, from the earliest cars in 1910 to the models sold in Europe today, offers a graceful amalgam of style and performance that sets it apart.

Even Henry Ford recognized this. Legend has it that he once said, "Every time an Alfa goes by, I tip my hat."

[See related story on page 2. --rhh]



"Quiry" Alfa Romeo 164



# Hermann Tour



*Alfas and a Triumph TR3 park in the parking lot outside the restaurant in Hermann.*

Thanks to Chuck and Sally Workman and Dale and Juanita Dodd for a wonderful time and tour in Hermann Missouri on Sep 24. Fifteen cars participated including a TR3.



*The tour ended at the hilltop home of Dale and Juanita Dodd.*



*Note Bene continued from page 5*

crash in Jan 1938, trying to beat a class speed record at over 400 kph ( 248 mph).

Alfa then set about developing the 158 Alfetta, with Enzo Ferrari as team manager til 1940..

Tazio left Alfa in 1938 after the Pau G.P fire when the fuel tank exploded, car caught fire along with Tazio. He never liked Enzo Ferrari either, so it was as Dick Cheney says "Time for him to GO!"

Post war, 1947, the FIA (aka Federation International de l'Automobile) started to organize the rules/regs for Grand Prix racing. Italian G.P of 1947 had Alfetta 158s ("quad slam"?) with Carlo Trossi winning and Achille Varzi second, Consalvo Sanesi 3rd, Alessandro Gaoboardi's 4th.

The Alfetta had 1.5 liter 8 banger engine with Twin supercharger, D.O.H.C and triple barrel carbs, in case Norma wants to know..Initial hp was 275, later raised to 350 hp and speed of 270kph. The chassis was tubular longerons. The post war drivers all drove this car, Biondetti, Farina (World Champion), Fagioli, Trossi, Taruffi, Villorosi, Varzi (coke addict who was killed in Belgian 1948 G.P.) and Juan Manuel Fangio.

The Alfetta was the most victorious G.P racecar in history winning four Italian G.Ps, two French G.Ps, two Swiss G.Ps, one Monaco and one Belgian GP. Many other podium finishes and other international driving events. Maserati and Talbot Lago was only able to win when Alfas were absent from certain 1948 races.

Alfa withdrew from Grand Prix in 1951, not to return until a disappointing late 1970s trials and tribulations..The Alfetta can be seen at Arese at "Museo Storico dell'Alfa Romeo in all its glory.

As far as the old G.P. circuits go?..well, WWII had definite impact, as in "BOMBING around the clock" ..

"Monza" was used as Italian military vehicle dump..

"LeMans" was used by German Air Force, so was bombed mercilessly by the Brits.

"Montlhery" was destroyed by Krauts upon surrender..was never restored, post war.

In Summary, the Alfetta 158 and 159 dominated the 1948 thru '51 G.P. era. This was a "transition" period, with "Formula 1" term not being used until 1950.

Flash forward to Alfas in 2005/06...Atlas F-1 site reports on 10-7-05 that Alfa Romeo will use the "Alfa 159" in the World Touring Car Championship next season, using the current 156 in the early races. Motorsport boss man Karl-Heinz Kalbfell in the past refused to sign off on the idea, but FIAT/Alfa "Regime change" in management, made Antonio Baravalle "head decider" ...or something..sound better in the original Italian...so "Alfa is going racing".

Andre Couto will be the 5th Alfa Driver at Macau race next month, driving a 156 a few months before going up to a new "159".

Williams F-1 racing announced that young "Nico Rosberg" (relative to aforementioned G.P veteran B. Rosberg in 1930s) will drive with Mark Webber in 2006. So, "the more things change, the more they stay the same" ...

Reminds me of Italian Car Parade on Columbus Day

Sunday this month. Unfortunately, the young , Official, Queen of the fair refused BOTH a drive on my convertible top, or my lap, and rode with Corvette adorned with Italian "tri-colors'" crepe paper on hood. Kinda gauche, I know.

I heard the "Godfather II" soundtrack in my brain as we all ate meatballs and unusual tasty food with spumonti, after the candy tossing parade. Only one ex-Alfa 164 driver, Mark Mazonelli, had his Ferrari 355 car parked in the public lot...(nah nah nah nah!). Roman/Aquiline nosed young Gals with big hair and big jewelry adorned the picnic field, reminded me of New Jersey mob gal friends...(I guess the "Italian Anti-defamation League" DID have a point in slamming the Godfather movies in the 70s...they even brainwashed ME!)

Thanks to Norma for nagging us to attend this event.. we had 10 cars this year, next year 15? St Louis Ferrari club had only 8 rosso cars with one Maser. Black and Blue wheeled GTV-6 (modified) Volpe did a few burnouts upon prompting, spraying Yokohama Z rated tire dust all over that following "Red -Chinese-American" marching band..making it a memorable event!

St Lou Ferrari club has drive/buffet lunch to Villa Antonio Winery (Hillsboro, MO) on 1-13-05, so let me know, as you can be "my guest", but cost is \$15 per person and we must RSVP to Claudia by 11-7-05...call Dr PHIL at 636 795 5015 if U wanna see F cars from Maser Dealer Lot in Chesterfield leave at 1100 hrs.

"Intersection" magazine had Premiere Issue last month, very good mag with cheap subscription of \$9.95 a yr BEFORE 10-31-05 date (see [www.intersectionmagazine.com](http://www.intersectionmagazine.com)). Very artsey car mag with great photos and articles..(just like "Playboy", I actually READ the articles)

Many new Green car photos an details of the future , IF USA gas going up to \$8 a gallon (as Super Premium in Germany cost now)..The 3 passenger, aerodynamic Volvo electric car is noisy..like a Spitfire Merlin engine misfiring...

Algerian graveyard Desert cars pictured..no rust there! No Alfas mentioned, or Lains would be on the first plane to Tripoli or something!

Four seater Lamborghini boat design picture was done after the subject at "Scuola Politecna di Design" (Milano) was to a new 4 seater CAR...but the students rebelled, made a real barchetta instead..like Volpe's mechanics..they rebel often!

A profile of Zaha Hadid (female), past semi-famous architect, is the new BMW design chief-tess, she has "balls" in the management style sense anyway..she's from Baghdad, so there!..maybe the world won't end??? She has ideas about an "all fabric" Middle Eastern car, or maybe an all leather car..

PS Her favorite car was a Czech Tetra..(so maybe the world WILL end soon?).. she last drove a vehicle 25 yrs ago..would like to drive a Lambo, but SMART car would be "better" ..

hmmmmm

New road across the Himalayas (will still be snow covered for 9 mos of the year) is documented in photos and

# Columbus Day Parade



*Alfas assembled at the entrance to Tower Grove Park.*



*Alfas await start of parade at the Southwest Bank parking lot.*

Thanks to Norma Urani for organizing and coordinating the Club's participation in the St Louis Columbus Day Parade on Oct 9. Ten cars participated including Bob Volpe in his racecar.



# Fall Tour to Grafton

*Below: Bob and Phil reenacting the famous scene from the movie "Titanic." I'll leave it to you as to who is playing the Leonardo DiC. role and who is playing Kate Winslet. Photo taken on the Golden Eagle Ferry.*



Thanks to Phil Dean for designing and leading the Club's Fall Tour to Grafton IL on Oct 16. Eight cars participated.



## Alfisti Cooks!

by Sue Houser

I've been trying to figure out when fall was supposed to start. Temperatures in the 80s and my petunias still blooming in October sure had me worrying about global warming. Then I saw in our newsletter that the **Kansas City AROC's chapter Eureka Springs Weekend** was rapidly approaching. That meant it had to be fall. Thankfully Mother Nature read that too and cooled down our temperatures and started painting the tree foliage beautiful shades of red and yellow. Mike and I are geared up to go. We haven't decided which car to take, but I'm hoping the '69 gets the nod. Mother Nature will have to cooperate and keep us dry though.

The dates for the Planning Party at Ralph and Jane's has been changed to November 19 and the Christmas Party at our place has been changed to SATURDAY, December 17. The Saturday date change was made to see if it worked better for members and friends coming a long distance. *Please let me know.*

Finally, but most importantly, is this month's recipe. Fall weather makes me like to start baking. The heavenly odor of baking bread is one of the most comforting and nostalgic smells of all. Rich Hirsch is a master bread baker and I am very pleased that he is sharing another of his fabulous bread recipes.

### Rich Hirsch's Cranberry Orange Bread

2/3 cup orange juice concentrate  
(1/2 of a 12 ounce can) at room temperature  
1 cup water  
2 tablespoons honey  
1/2 teaspoon salt  
10 ounces wheat flour blend, 10 ounces (Gold Medal "Better for Wheat Bread" Speciality Blend)  
10 ounces bread flour  
1/2 cup cranberries, coarsely chopped (for less tart bread use Craisons or dried cranberries)  
1 tablespoon sugar  
1 tablespoon yeast

Combine all ingredients except cranberries into the loaf pan of a bread machine. Since this is a yeast bread, make sure the orange juice is room temperature when it is added. After the initial kneading (about 20 minutes in Rich's bread machine), spread out cranberries on a large flat surface, remove the dough from the loaf pan and hand knead the bread over the cranberries to work the berries into the dough. Remove the mixing paddle from the loaf pan and return the dough to the pan for the baking cycle.

Thank you Rich for another of your bread recipes. I plan to use this one for Thanksgiving. I can't wait! Hopefully we'll see you in Eureka Springs. Otherwise we'll see you at Ralph and Jane's. Take care and start thinking about winterizing your cars.

Woofs and Meow,  
Sue



*Note Bene continued from page 10*

article..has many warning road signs..reminds me of my old "Lost in Translation" plagiarized jokes..

"Darling I like you..but not so FAST"

"Be Mr Late than LATE MR"

"Speed is a knife that cuts life"

"Drive on Horse Power, not on Rum power"

"Overtaken Beware of Undertaker"

"Safety on Road is Safe TEA at Home"

"After Whiskey..Driving Risky"

"If you love her..Please..Divorce Speed"

"It is not a Rally ...Enjoy the Valley"

"Intersection" mag is great..amazing, get a copy to read over at Barnes Noble ASAP!

Another article relates a 120 yr old abandoned copper mine in Arizona, surrounded by WW2 concertina wire and old machine gun on top of ol' gasoline tanker, with crusty old Don Jerome quotes as he looks over a truck cemetery.." Out of the 100 trucks he owns, 60 are in working order". Some are in the labelled "Rust in Peace" section. Don was old master mechanic on the London Bridge to Lake Havasu City transfer. His philosophy? "If someone is smart enough to build it, I'm smart enough to tear it apart and fix it".

Last article is hilarious interview of Dhaka, Bangladeshi fake Ferrari builder..he has \$20K F50 look alike with old Toyota/Honda parts..140 million population of Bangladesh and most make about \$1 a day..so he figures it would take "three and a half centuries" to afford a real Ferrari...Abdul (19 yr old bank manager who lives with Parents) is picking up the pride of Leepu's creations, the above mentioned F-50 fake...actually, it looks good. "My earlier cars looked more like Minis than Ferraris".

He says impossible to drive fast in Dhaka, but he tested it as 0 to 60 mph in 9 secs. ..Top speed 80 mph.

He also made a 22ft long limo, made by welding together 7 Honda Preludes, powered by 2.8 liter diesel. He also make Lotus and Lambo fakes.

The crowds all gather around the red, fibreglassed, about 7/8 sized, F-50, one toothless guy witness exclaims.. "I never realized a vehicle even existed!"

They ask Leepu (aka Nizamuddin Awlia) what his next project would be..he says thoughtfully..

"Well, it'd be interesting to build a helicopter" ...!!!!

LOL! LOL! LOL!

See ya at the October-Arkansas or November-Ladue events....

"Time is Money but Life is Precious", like the Himalayan Road sign says..

Dr PHIL



October 28-30, 2005

Strada Fantasma, the Alfa Romeo Club of Kansas City, presents

# Eureka Retro - We're half-way there.

Hey, if flip flops, bell bottoms and peddle pushers can make their way back to cool, then maybe there's a chance Alfa really will come back to the U.S. And pigs really will fly? It could happen.

Meantime, join us in Eureka Springs, our little half-way house for an Alfaholics weekend.

**Where:** Eureka Springs, AR and environs

**Schedule (more or less)**

**What:** Rally tour. Autocross. Concours.  
Eating. Drinking. Hood popping.

**Friday**

Registration & happy hour  
3:00 p.m.—6:00 p.m. (ish)  
Informal groups will scatter for dinner  
and return for drinks and tales.

**Headquarters:** Inn of the Ozarks  
207 West Van Buren  
479-253-9768  
www.innoftheozarks.com

**Saturday**

Rally. Early afternoon.  
Banquet. 6:30 p.m. (ish) Start with  
drinks.

Make your reservation ASAP. Tell them you're  
with the Alfa club. Standard rooms are \$86, but  
you can pay more if you want something special  
like a Jacuzzi or a suite. Just ask.

**Sunday**

Autocross. 9:00 a.m. (ish)  
Concours. 10:30 a.m. (ish)  
Awards Brunch. Noon (ish)

Questions? Call Bob or Meridee. 816-231-2046.

## Eureka Retro - Registration 2005

Name.....

Car registration (\$30 per car).....\$ \_\_\_\_\_

Address.....

Banquet Dinner ((\$25 per person) ..\$ \_\_\_\_\_

Phone.....

Total amount enclosed.....\$ \_\_\_\_\_

Email .....

Car description(s) .....

Make check payable to : Strada Fantasma

.....

Send registration and check to:  
Robert Christian  
326 North Chelsea Ave.  
Kansas City MO 64123

Approximate arrival time.....

Events you plan to participate in

- Rally
- Autocross
- Concours
- Saturday banquet
- Sunday brunch

(Please note: You will pay for the Awards Brunch  
individually at the time of service. Cost, including  
tax and gratuity will be \$14.00.)

Graham Davis and Michael O'Reilly on Golden Eagle ferry.



*!Saluti!*  
 Alfa Romeo Owners of St Louis  
 6089 S Lakeshore Dr  
 Hillsboro MO 63050

### Oct 2005 AROC St Louis

| 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  | 19  | 20  | 21        | 22        |
| 23  | 24  | 25  | 26  | 27  | <b>28</b> | <b>29</b> |

Oct 28-30 Eureka Springs  
 Nov 19 Dinner and Planning Meeting

### Nov 2005 AROC St Louis

| SUN       | MON | TUE | WED | THU | FRI | SAT       |
|-----------|-----|-----|-----|-----|-----|-----------|
| <b>30</b> | 31  | 1   | 2   | 3   | 4   | 5         |
| 6         | 7   | 8   | 9   | 10  | 11  | 12        |
| 13        | 14  | 15  | 16  | 17  | 18  | <b>19</b> |
| 20        | 21  | 22  | 23  | 24  | 25  | 26        |
| 27        | 28  | 29  | 30  |     |     |           |