



i Saluti

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Next Event . . .

**17th Annual European Car Show
 Sunday June 6**

Plaza Frontenac

Lindbergh Blvd & Clayton Rd

Setup time: 10am - 11am.

Show time: 11am - 3pm.

Registration fee: \$20 (\$23 on show day).

Benefits St Louis Shriners' Hospital for Children. For info contact Rick Siefert at (636) 532-1051, x 105. Entry form on page 11.

Contact Rich Hirsch at 314 962-7833 for more info.

Note Bene

by Phil Dean, Pres

"You have to be worst, best or different"

Loretta Lynn supplies the most appropriate (above) quote describing the 2004 Spring Fling participants. Many thanks to Norma, Hatchers, Hirschs, Mike and Kara, Coldewes, Housers, Harden and Rymans for the BEST event in St Louis AROC "spring fling-dom"!

Many cars and riders/navigators/codependents all weekend. Jerry Dublan, CPA, and his wife made trip from Chicagoland chapter after hearing about our events from write-ups or word of mouth. Jerry lives next door to the Lamborghini dealership in St Charles, IL, so he had many stories to tell, especially since he was the LAST to be served dinner on Saturday night. Anyway, Jerry, please note that only ONE of my dogs choked on his gristle steak entree, luckily, I had prescription med to give my Dalmatian. Good thing Jerry and Wife didn't eat their meat, might have required ER-ICU stay in Washington, MO with Dr Dean as Attending GI doc...

Rolando Ambriz and young daughter made trip from "Amish land USA", aka Arcola, IL for second year in

Coming in July . . .

**Alfa Day at the Lake
 Saturday July 17**

2 pm Boating, swimming, splashing, fishing

5 pm Dinner and polite conversation

Lake Tishomingo

Join us for a day of water sports and relaxation at picturesque Lake Tishomingo, a short drive away in Jefferson County. Bring your Alfa (or not)

Map and directions next month.

a row. His Yellow Alfa, Mexican rehabbed, NEVER got lost in the rainstorms on Saturday!

Well, the fish and chicken were good at "Little Sicily" — remember that for NEXT year! I know John Ryman will remember that, as well as the glee on people's faces when they won big door prizes this year! John gets the "Mother Theresa" generosity award for bringing all the big money door prizes every year! Where do we send in the saint-hood nominations?

Thanks for the great SPARK (plug) trophies this year, made by Hirschs and Housers, among others? [photo on p. 9] "Bias Winery" even in the cold rain was memorable, especially with Singing contest wedding party next room over. I was glad to see the Bias Winery people are all healthy...we know their coronary arteries are clear of cholesterol, now

what about their LIVER enzymes? Another discussion..for a later time?

Mike Lains question: How many streets are in Berger, MO anyway??

As least we can all be thankful we were all raised by our loving Parents...elsewhere?

Harden put up with my sleep deprivation moods and did super Auto Cross Course from scratch! KC John Fitzgerald won first place with 27.04 sec, Dave Sherrick won St Louis group honors in his White Milano in 27.71 sec. Glen Cunningham got third for KC (or perhaps TN?) in 28.35 sec. Greg Hartrum got newcomer-to-autox trophy at 29.12 sec and reminded us to tie down batteries in trunk when doing high speed at 1 G or so...

Phyllis got fastest woman auto crosser award at 32.31 sec...she might have WON if she had not creamed the

continues on page 11

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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2004 Calender

June	6	European Car Show , Plaza Frontenac, Setup: 10 am, Show: 11 am - 3 pm. Contact: Rich Hirsch (314) 962-7833 Preregistration \$20 to benefit St Louis Shriners Hospital for Children.
July	17	Alfa Day at Lake Tishimingo , Jefferson County MO
July	18	Ferrari club drive
July 28 - Aug 1		AROC National convention Giulietta Giubille , Manchester NH
Aug	21	Formal Party -- Jon Rhodes and Nancy Scoggin
Aug	27	Ferrari dinner
Sep	11	Alfa Club Picnic at the Hatchers' home
Sept	11-12	St Louis Museum of Transport celebration
Sep		Tech Session at Volpe's shop
Oct		Fall Tour to Crown Valley Winery
Oct	29-31	Eureka Springs AR weekend
Nov		Planning meeting
Dec		Alfa Club Christmas Party at the Housers' home



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ALFISITI COOKS! -- the book

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from <http://www.tomstrongman.com/ClassicCars/RickLesniewicz/Index.htm>

by Tom Strongman

Rick Lesniewicz has owned this car for 20 years

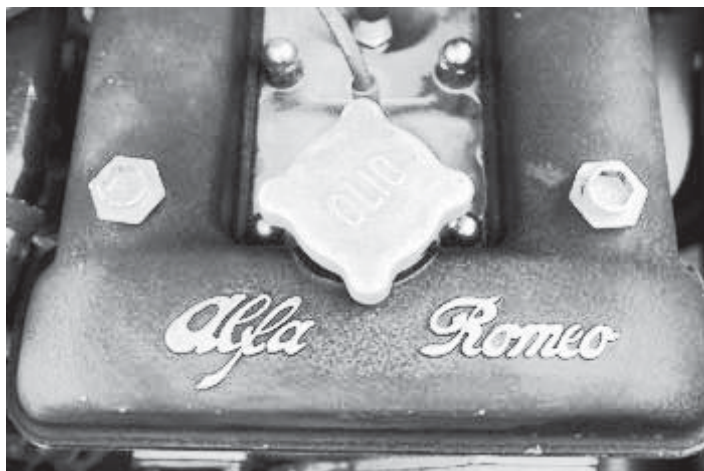
It was an unseasonably warm afternoon when Rick Lesniewicz gave me a ride in his 1957 Alfa Romeo Giulietta Spider Veloce. His little red Italian roadster was in its element as we cleared the suburban traffic and headed for some less-trafficked country roads.

When the winding asphalt unfurled, Lesniewicz gave his little Alfa a stab of throttle. The dual sidedraft Weber carburetors were running a bit rough at low speeds, but his prod cleared their throats and the 90-horsepower, 1.3-liter four-cylinder began to sing like Pavarotti as the engine revved past 7,000 rpm.

Lesniewicz has enjoyed his Alfa's song for more than 20 years. He rescued it from neglect in 1980 when he bought it as a bare chassis and a pile of used parts. This particular car was one of 32 Giulietta Spiders imported in 1957, and it had raced in the 1960 12 Hours of Sebring.

Lesniewicz, of Leawood, discovered his car's scarcity and distinguished history while doing research for its restoration. Except for body and paint work, he did the restoration himself. By 1983, it was again road-worthy, and in 1985 Alfa Romeo used his car as the centerpiece of its Chicago Auto Show display.

The Giulietta Spider Veloce 750 Series was the first two-seat sports car from Alfa Romeo. It was introduced in 1956 and produced through 1960, according to Lesniewicz. The car has an 89.6-inch wheelbase, weighs 1,903 pounds and uses unibody construction. The engine was quite sophisticated for its day. It has dual overhead cams, hemispherical combustion chambers and a five-speed transmission.



**1957
Alfa
Romeo**



Giulietta Spider Veloce

This year marks the 50th anniversary of the Giulietta. Designed by Carrozzeria Bertone, the first model, a coupe, was unveiled at the Geneva auto show in 1954. A sedan followed.

In 1956, Max Hoffman, the New York importer of Alfas, persuaded the company to build a convertible. The Spider was designed by Pininfarina and presented at the Paris auto



Rick Lesniewicz shifts his Alfa with a gentle touch. His cars are for driving, and he loves nothing more than letting them run free.

show in 1955. By 1956, a hotter model called the Spider Veloce was introduced. Lesniewicz's Spider Veloce is a 1957, and he has owned it for more than 20 years.

Lesniewicz has been enamored with Italian cars so long one almost expects him to speak Italian. In addition to the current Spider Veloce, he recently purchased a stark white Giulia sedan he calls Zippy. Even though Zippy has a fairly small 1.3-liter engine, it has a free and robust soul and the engine loves to be revved like the Spider Veloce. Not many people recognize an Alfa Romeo today because there are so few, but Lesniewicz loves them because each one is a bella machina.



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from Reuters

The Cops Are Chasing Me in a WHAT?

ROME (Reuters) - If you are thinking about speeding on Italian highways this year, think twice. You might find yourself being chased by a Lamborghini.

Italian police took possession Friday of a sleek, 500 horsepower, two-seater Lamborghini Gallardo, which can hit a top speed of 185 miles per hour.

The sports car, painted in the police's distinctive blue and white colors, comes complete with a flashing blue light on the roof and will initially patrol the Salerno-Reggio Calabria motorway — a road notorious in Italy for wild driving.

The Lamborghini will also be used to transport human organs for emergency operations.



Note Bene continued from page 11

your teeth out — also looked dorky. Toyota Celica GT coupe was slower by a mile, Supra Turbo costs \$15K more than 164Q. (Supra was 5.3 sec/13.7 sec times) VWs and Volvos all BEAT by Alfa 164Q model....drag queens at Stop lights to note this!

Just to compare, 1994 Alfa Spider "Series 4" version with curvy rear end had 10.8 sec (or 9.7 sec, depending on your magazine) naught to sixty from showroom floor / quarter miles in 17.8 / (or 17.3 sec)...So, enjoy the TOP-LESS view on nice Summer day or evening and "forgetta bout it!" Some people know the COST of everything and the VALUE of nothing...Drive a Spider and SMILE. P.S. Spiders now with Volpe exhaust and/or revised Carter Hendricks timing..Hmm..quicker no doubt! What about 21st Century Progress? 2004 Porsche Cayenne V-6 budget SUV model is \$58K and naught to sixty in 9.0 seconds...on a cold day...with dense air...so Old Alfas WIN AGAIN!

Ciao, see you at INDY F-1 event on June 19-20th? Or, at least at Frontenac, MO Euro Car show at Mall on June 6th? (call Rodger van Ness at 314-576-3647) to reserve \$20 space in advance..\$23 at door.



For Sale

- **'74 Spider**, red, many new items including recored radiator, tires, master cyl, brakes, upholstery, alt, battery, ign. wires, more. Floor replaced on driver's side, patched on passenger's side. New Volpe custom exhaust. Stored inside while we'ved owned it. \$4500. Kevin Chapman, (314) 972-1836, jkchappy@yahoo.com. Runs fine. A lot of work and love went into this car.

- **'73 Spider**, red, "very good garaged" condition. Same owner past 12 yrs. \$4000 obo. Joel Huggins (Atty at Law), Springdale, AR (501) 756-2284, elizabethhuggins@cox-internet.com.

- **'85 GTV6** 54,000 miles. White, black leather interior. Original paint, no rust! Original seats, leather in good shape. Runs great, ANSA exhaust. Tires (metric) have 90% tread left. Only non-original items are radio/CD player and exhaust. \$4500. Mark Atterbury (Atty at Law), Lincoln, NE, (402) 484-5387 home, Mark.Atterbury@Exmark.com.

- **'88 Quadrifoglio**, red, with red carpet. Original paint in good condition. Not ding free but very nice. Top in great shape. Owned car for 3 yrs. Garaged when not in use. Have hard top. Car comes with tool kit, shop manual, car cover. Runs great. Has only required radiator overhaul since 2001. \$7,000 obo. Joe Goodner, Norman, OK (405) 701-8274, jgoodner@cox.net.



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from the Alfa Digest

Warning: Four Cyl Head Gaskets May Need Sealant

by Richard Lane and Lyford Hale

Be careful in using the four cylinder Reinz head gaskets (and perhaps other brands). These gaskets come manufactured with a bead of black sealant that runs around the entire perimeter of the gasket and also around the 6 small O-ring holes down the sides. But at the large oil drain holes at the rear of the block, however, there is no sealant around the inside where there is a need to seal out water that surrounds the liners from these oil drain holes. This is simply incorrect for older engines.



I'm told the gaskets are made this way because the later engines don't have oil drains at the rear of the block. So a Reinz gasket sold for a '74 2L motor is really made to suit the later blocks. This has been confirmed to me by various experts who all say they've seen a few that sealed okay, but a lot more that failed immediately, as mine did.

The one supplier who seems to get it is Jon Norman of Alfa-Parts. Jon now attaches a diagram to all the head gaskets he sells showing where to apply the sealant. A couple of weeks back on the Alfa Digest, Tom Sahines (ARA tech-advisor) also warned to use sealant on the gaskets.

Use Permatex Ultra Grey thinly applied to both sides of the gasket. Make sure you give the sealant time to set up and apply the sealant so it will not spread into the oil passages when the head is installed. [See article below.]



Reprinted from i Saluti, September 1996, from the Alfa Digest via the Internet

Using Silicone Sealant in Alfa Engines

Q What kind of gasket sealant should I use when reassembling an engine? I recently stripped my V6 engine and found that almost half of the oil pump filter was covered in globs of RTV silicone sealant that had oozed out of joints and broken off over time. I definitely do not need to put the engine back in and find that some inaccessible gasket is leaking.

A RTV (room temperature vulcanizing) silicone comes in many different flavors for many types of sealing jobs. Used sparingly, it is an outstanding sealant. This is not the only type sealant that can cause problems. Permatex #2 gets hard and brittle and also breaks off ending up in your sump. No matter what type you use, the key is using it with discretion. RTV, and most other sealants, have their places. They will not make up for grossly mismatched surfaces and they should not be used where there is high pressure.

-Jim Roth

A Excessive amounts of RTV can cause big problems, but any sealer used in excess can cause the same symptoms and assembling an engine without any sealer is a guarantee of leaks. Here are a couple techniques I use to make sure there are no bits floating around inside my engines.

1. Apply the RTV sparingly. Use the applicator nozzle supplied with the tube. Cut it on a 45 degree angle at the 6 mm diameter step. On the 'point' of the nozzle, remove a 1.5-2.0 mm triangular notch. Hold the nozzle flat against the surface to be sealed as the tube is squeezed-this way only a narrow ribbon of sealer is applied. One of the 'gun' type tools designed to squeeze the tube makes this operation easier.

2. Let the sealer sit for 5-10 minutes before assembling.

RTV cures after it absorbs moisture from the air. If you immediately assemble the parts, the center of the joint may never completely cure.

3. Assemble the parts and pull the bolts/nuts up with about 1/2 the normal torque. Let sit overnight and then finish tightening. This puts a compressive force on the cured gasket.

4. Carefully inspect the inside of the joint for any traces of oozing sealer. In the unlikely event you find any, scrape and remove it. The timing cover surfaces are fairly narrow, and some 'oozing' may be found. The oil pan rail is wide enough that 'oozing' is unlikely (and inspection is impossible).

Obviously, it takes a couple days to assemble an engine. I use RTV in only a couple places-in all cases without paper gaskets: timing cover, oil pan cigarette seals (squirt some into the hole before installing the seal), rear cover - oil drain on back of block cylinder liners to the block (without the factory O-rings), and water pump.

A couple other thoughts . . .

The surfaces must be absolutely oil free, use brake cleaner. If your car has an oxygen sensor use only 'sensor safe' RTV. Do not use RTV to seal paper gaskets. If you use RTV at the base of the liners, put all the liners in first (without crank or pistons/rods) and hold them in place overnight with the head (use your old head gasket) torqued to 30-35 ft-lbs.

Form-in-place gaskets (RTV, etc.) allow leak-free metal-to-metal joints in the engine. This produces a stronger structure, and precludes creep in the joints which shows up later as a leak. Most car manufacturers use RTV somewhere in their engines, any fluids collected during emissions testing are added to the tailpipe emissions when certifying a new car, so the OEMs are very picky about leaks.

-Jim Steck, AutoComponenti



from <http://www.scoop.co.nz/mason/stories/BU0108/S00134.htm>

Very First Alfa Romeo Finds a Home with New Zealand Alfa Importer

The very first Alfa Romeo, the Alfa Romeo G1, and the only one left in the world has found a new home with Ateco Automotive, the New Zealand Alfa Romeo importer.

The Alfa Romeo Museum, the guardian of all things Alfa Romeo, has confirmed that it regards the Alfa Romeo G1 as the very first true Alfa Romeo - all cars prior to this were either Alfas, being built prior to the purchase of the company by Nicola Romeo, or Darracq cars built under license - and the museum has confirmed that Alfa Romeo G1 chassis and engine number 6018 is the only Alfa Romeo G1 left in existence.

"It is a great honour to be owner of the very first Alfa Romeo, the car that gave birth to one of the most famous car marques of all time," says Neville Crichton, Governing Director of Ateco Automotive. "We plan to complete the restoration of this magnificent and historic car and then ensure that as many people can enjoy it by displaying it around New Zealand and Australia."

The 6.3 litre straight six Alfa Romeo G1 clearly demonstrates Alfa Romeo's sports performance lineage, which runs right through to today's six cylinder Alfa Romeo sports cars and sports sedans. And, of course, it is bright red and lined with hand stitched leather upholstery.

But magnificent as it looks today, it has had a very mixed history since it arrived in Australia almost exactly 80 years ago.

Chassis 6018 was imported new into Australia in 1921 and was sold, for £850, to a Queensland businessman who, soon afterwards, was declared bankrupt.

Since he had seen his crash coming, he hid the car to keep it out of the hands of his creditors. Then, three years on, he had the misfortune to die and the G1 remained hidden for 25 years, apparently holding up one corner of a shed in the Queensland outback.

Then it was discovered by a couple of young jackaroos who decided it would make a fine 'paddock bomb' for rounding up cattle, chasing kangaroos and all the stuff that blokes do on farms. Eventually they managed to hit a tree and the damaged car was towed back to the farm where it was used to power a water pump. With its massive torque at low engine speed, it was ideal for the job and the work ensured that the engine remained in excellent condition even if the rest of the car was brutalised.

In 1964 it was retired from pump duty and rescued by Alfa Romeo enthusiasts. The following year the car was bought by Ross Flewell-Smith who, against the advice of some experts who thought the car unrestorable, began to

rebuild it, an exercise that took ten years. In this Herculean task he was helped by the fact that he discovered a second G1, a wreck, which supplied many of the parts that were missing. Most of the body was missing and, after experimenting with various styles, Flewell-Smith took advice from Luigi Fusi who was then curator of Alfa Romeo's museum.

Flewell-Smith's rebuild was good enough to win the 1977 Queensland Vintage Car Concours and to win the 1978 Australian Mile Miglia memorial run. In an historic race at Lakeside it was clocked at 86 mph, remarkable performance for a 1921 car, so remarkable, in fact, it was black-flagged for being so quick!

In 1995, Flewell-Smith sold this car he had nicknamed 'Milly' from the 'Milan' on the engine black, to Julian Sterling who commissioned a restoration to his own exacting standards. All worn parts were replaced with specially-made components built regardless of cost. New tyres were supplied by Michelin, made from the original 1920s moulds, costing \$6,000 for the set. The restoration was undertaken up to a standard, not down to

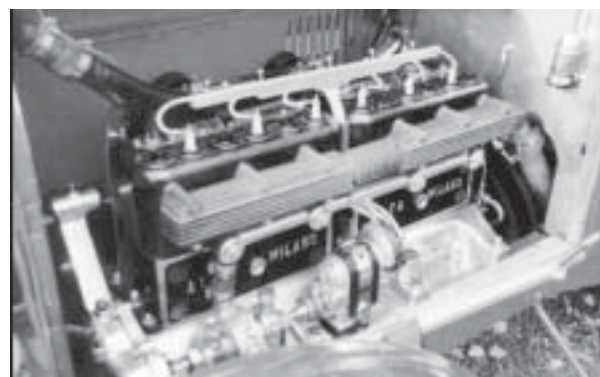
a price, and the work was described in the 1998 edition of the Classic Car Yearbook as 'breathtaking'.

Following a rationalization of Julian Sterling's car collection, the car was bought by Neville Crichton, the governing director of the New Zealand Alfa Romeo importer, Ateco Automotive.

The Alfa Romeo G1 and its place in Alfa Romeo's history Alfa Romeo had its roots in the Società Italiana Automobili Darracq (SIAD) which was founded in November 1906 to assemble French Darracq cars for the Italian market. Darracq's products, however, were not suited to Italian needs and conditions and though the new concern was intended to build 600 cars a year, it built just 300 in 1908 and a mere 61 in 1909. SIAD was liquidated and the factory was bought by a consortium of Milanese businessmen who founded Anonima Lombardo Fabbrica Automobili, (ALFA).

The first ALFA cars were based on Darracq designs but the company was soon making cars designed by the former FIAT engineer, Cavaliere Giuseppe Merosi, and these proved very popular. Before long ALFA was making 3100 cars a year, then came the First World War.

In 1915 Nicola Romeo, a successful mining engineer and maker of a very popular portable compressor known as 'The Little Italian' took over the ALFA factory to build tractors, ploughs and aircraft engines. As soon as the war was over, Alfa-Romeo (with a hyphen) returned to making cars.





Biggest concours ever!



Cold and rainy start to the rally. Mike Lains and Kara Brawley distribute directions.



Impromptu tech session: Glen Cunningham, John Fitzgerald, Bob Christian, Mike Lains, and Rich Hirsch.



Three classic GTVs: '69 Greg and Leslie Hartrum, '69 Sue and Mike Houser, '74 Carl and Donna Davis.



A quick repair: Mike Houser and Glen Cunningham.



Portrait of Ralph Coldewe's '59 Giulietta, a group project of 6 x 6 inch squares: faux chenille, Janet Hirsch; cut paper, Kara Brawley; watercolor, Marian Hatcher; trapunto & quilting, Janet Hirsch; jewels & sparkles, Sue Houser; applique & quilting, Jane Rauth, plastic & metal mosaic, Nancy Scoggin; acrylic, Marilyn Murphy; watercolor, Marian Hatcher; crochet, Sharon Ryman; mixed media, Debbie Davis; mixed media, Sally Workman.

Tied for favorite square: Sue Houser and Sharon Ryman.



Twin Spark, Bruce & Phyllis Tilden



Sparks in the Park, Laura Torretta



Giulietta Quilt, Sherri Coldewe

Rally

1. Bruce & Phyllis Tilden
2. Bob Christian & John Fitzgerald
3. Janet & Rich Hirsch

Art Exhibition

1. Bruce & Phyllis Tilden
2. Laura Torretta
3. Sherri Coldewe

Autocross

1. John Fitzgerald
2. David Sherrick
3. Glen Cunningham

Concours

1. Steve Coldewe, '60 Sprint Speciale
2. John & Sharon Ryman, '74 Spider
3. Sue & Mike Houser, '69 GTV

Alfa Oscar

Sue & Mike Houser



Alfa Racing, Sue Houser



Sparks, Marian Hatcher



The trophies were embroidered Alfa emblems embedded in plastic made by Sue Houser and Rich Hirsch.

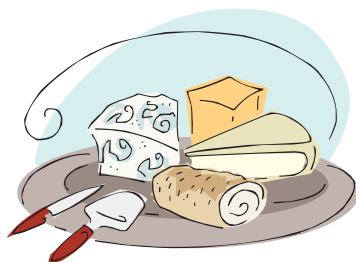


ALFISITI COOKS!

from <http://www.pitpass.com>

by Sue Houser, St Louis AROC

What a great time at the 2004 Edition of *Spring Fling!* The number of Alfisti was huge. I would like to welcome those first time Spring Flingers too. I hope you really enjoyed yourselves. I know I did. The rallye was great fun, the Art Contest participants as usual put on quite a creative display, the cars in the autocross were all fast, and the Concours was great. Rich did a really special job with the trophies. Walt Hatcher did an absolutely fabulous job of organizing and coordinating Spring Fling. I don't know about you, but I can't wait to hear what next year's Art Contest theme is going to be. Maybe I'll get started a bit earlier next year. (Don't count on it.)



For this month's *Alfisti Cooks!*, we are finally going to print Laura Torretta's Cannoli recipe. She brought these to our event at the Hirsch's 2003 Day at Lake Tishomingo and also to the 2004 Easter Car Show. (See you should have been there.)

Laura Torretta's Cannoli

15 ounces whole milk Ricotta Cheese
 8 ounces Mascarpone Cheese
 1 teaspoon pure vanilla extract
 6 ounces mini chocolate chips
 1 cup powdered sugar (or to taste)
 ½ teaspoon cinnamon
 ½ teaspoon almond extract
 1 cup Cool Whip
 3 boxes Cannoli shells
 Maraschino cherries

Drain ricotta cheese. Whip mascarpone and ricotta together until smooth. Add vanilla, almond extract and cinnamon to cheese mixture and mix by hand. Sift powdered sugar over mixture and mix well. Gently fold in Cool Whip and chocolate chips. Place mixture in a pastry bag and fill Cannoli shells. Put Maraschino cherry halves in each end and sprinkle tops powdered sugar. Refrigerate until ready to serve.

Thank you Laura for sharing your recipe. I would like to thank the kind Alfisti souls who stopped to help and console me and Mike when my dear '69 GTV decided to have fuel filter issues on our way back to the Hatchers' after the rallye. There is a special place in heaven for the ones who got her back running in the cold and the rain and the gas. Thank you.

Woof and meows,
 Sue

Ernie Sprague Obituary

by Eoin Young

Racing driver Ernie Sprague died peacefully at his home in Timaru New Zealand on March 14. He was 78. Sprague made his name racing his modified Ford Zephyrs in saloon races in the 1960s and would dominate the six-hour races at Pukekohe usually sharing with Leo Leonard. He won the final six-hour race in a Mark IV Ford Zodiac co-driven by his son, Gary.

A colourful character, Sprague sparked his interest in racing watching the first Wigram race in 1949 and he then bought a 1930s Riley to race himself. This was followed by a late 1920s Chrysler roadster and a succession of 1932 Ford V8s. "My favourite was the V8 roadster. We built our own engines, fitted big pistons, twin carbs, and stuff like that. We also fitted Chrysler hydraulic brakes to the Fords," said Sprague in a rare interview. He ran a garage business in Timaru much frequented by the motor-sporting fraternity.

I swapped the Maserati for a wood-over-ply speedboat and a Mark 7 Jaguar

In 1957 he paid £500 for a 1934 P3 Alfa Romeo Grand Prix car which he raced in local Timaru events and in the Mairehau street race at Christchurch but it was a difficult car to keep in tune and he sold it to buy an even more temperamental Italian car from Pat Hoare. It was a 1948 1.5-litre supercharged Maserati 4CLT. "The deal with Pat included a Renault Dauphine and £500.

Today these pedigree historic racing cars are worth several million dollars each but in those days they were just unreliable old racing cars. "I never worried about what I have or could have had. I swapped the Maserati for a wood-over-ply speedboat and a Mark 7 Jaguar and the Alfa I swapped for a '46 Ford V8 coupe and a '42 flat-bed truck. We tossed a coin for the transporter - fifty quid or nothing - and I won..."

His storming races in the Ford Zephyrs were legend. Visiting overseas Grand Prix drivers like Jim Clark and Graham Hill were enthusiastic spectators when Ernie was racing his Ford against Ray Archibald's Jaguar. He won the Benson & Hedges long-distance races at Pukekohe with Leo Leonard in a 3.3 Vauxhall in 1969 and they won again in 1970 with a Chrysler Valiant.

The Sprague dynasty continued with son Gary winning the Benson & Hedges races with Leo Leonard in 1975, 1977 and 1981 and now Ernie's grandson, Peter Sprague races in South Island saloon events.

Ernie Sprague is survived by his wife Mollie and sons Wayne, Grant, Gary and daughter Sharon.



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cone on her first run..." No guts, no glory." All others not mentioned 'cause you either: 1) Crashed a cone or 2) Never got a course time by STAYING on d%^n course. So sorry, better luck next yr.

Big weekend at Lake of Ozarks this time, so no ideas for articles, except..y'all gotta drive to Lake sometime this Summer..beautiful drives! Also, I re-did our 2000 event in June or July - Ferry ride a la Calhoun county IL (just a few miles NORTH of St Peters, MO Mid-Rivers Mall off exit 222 I -70 West)...both Ferries cost \$5 a trip, so bring enuf money for garden/ fruit stands, cookies and Ferry Man/bartender gal tips. Maybe we all meet at new member's Winfield MO conference Center, details to follow next newsletter.

Time travel..idea for article? I dunno. Road and Track did road test of Alfa 164Q (230hp version) in 12-'93 issue. They cited zero to 60 time of 7.6 secs for 4-cam version, and full retail cost of same car was \$38,055. Wonder how many actually SOLD for that amount, I imagine a lot of lease deals, maybe. Quarter mile time for you Wentzville, drag strip veterans was 15.8 secs. Maximum G was 0.77 around their "skidpad", top speed 150 mph.

So what else could you buy in 1993 with similar stats? Acura Integra GS-R had 4-banger engine with 170 hp, but was lighter, and cheaper with almost exact stats. BMW 325i was about same price, no "deals" there at West County Motors we know of..just insults at 95% offers with customers leaving amidst expletives..Anyway, Bimmer had 7.4 sec zero to sixty time and 15.5 sec quarter mile times and 0.82 g around skid pad. But, every a&***e had a Bimmer. Ford Mustang GT had 6.7 sec time to 60 mph so \$21.5k was the price for poor handling, rough riding pony car. quarter mile time was 15.2 secs and actually had better braking. I just remember one blowing up in my 164L's dust around Montgomery City MO back in 1993 or so..after a few miles of "red-neck follow me or I follow you driving" on deserted roads. So, Ford reliability was LESS, as the Alfa never left me stranded..OK, once after I didn't drive it for 4 months..that doesn't count..Was a dead Battery..damn Chinese-Commie

made battery most likely!

The 1993 Hondas were all slower than Alfa 164Q four cam..we don't count Acura NSX at \$73K back then. Ferrari 456 was 4-seater also from Italia..cost \$231K with 442hp V12 engine but did zero to sixty in 5.1 secs..The 1/4 mile time was..well, it IS a V-12 ...anyway, was 13.4 secs. Ferrari car coupe got 13 mpg, while the Alfa got 17.5 mpg. Now that Italia has \$5 a gallon petrol cost..maybe only "connected" folks get to drive 'em. Jag XJ12 sedan got similar 0 to 60 times but cost \$76K with SLOWER 1/4 mile in 15.9 sec...How many miles of tubes and hoses in those cars? Ask NASA computer to figure out. Lincoln Continental "boatster" cost \$10K more and was slower than Alfa 164Q at 7.8 zero to sixty/16.0 quarter mile times. Skidpad was "not recorded" ..well, they ran over the cones, most likely..so Dean-Autocross Chairman says: "No TIME".

Mazda Millenia S cost same as Alfa with 210 hp and 8.0 sec to 60 time with 16.1 sec quarter mile time. I drove one, seemed OK for a Florida rental in 1997. Ask Lains about his? Mercedes E class 4.2 liter eight banger costs \$20K more dollars, and was slightly quicker at 7.1 secs/15.3 sec times. Leather in them from cows or...two legged Mammals? Yeck! These one foot LONGER than 164, so eliminated from my search. Nissan Maxima beat the 164Quad with \$5 to \$8K less money and 7,4 secs/15.7 quarter mile times. But, how many Nissans won the Mille Miglia? I tell you: Z-E-R-O!!!!

Pontiac Firebirds were quicker in straight line,(zero to 60 at 6.7 sec) but they littered Interstate highways with even 1/2 inch of snow. I did many 2 lane MO WINTER -164-Commuter-BLIZZARD road trips in 164 with reverse camber turns, never went off road! Front wheel drive and Goodyear NCT tires with plenty of gas in tank. Cheapest Porsch was \$59K RS America version with no convertible or Targa top, just VW like things..ran off road without training...5.3 naught to sixty..13.6 quarter miles...G factor of 0.92 on thick rubbers in Summer heat! SAAB 9000 Aero was sister car to 164 so almost identical times, but turbo I-4 engine rattled

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Italian police cruiser is a Lambo!



!Saluti!
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