



i Saluti

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Note Bene

by Phil Dean, Pres

Mille Miglia, 1955 to 2005

Lots in this Month's European mags relate the old Mille Miglia to the old 1955 version. Since I was born in 1955, is a special Summer for me too! **Alfa Picnic at Hatcher's** in Washington, MO is not to be missed due to their magnificent mansion overlooking MO river and train tracks to KC and the wild West.

Stirling Moss

"Classic & Sports Car" Aug 2005 issue has good review of Stirling Moss' career which took off in 1955. At the beginning of said year, he was a "hopeful", by the end he was "proving himself the equal of the great Juan Manuel Fangio". In January he followed JMF by "One meter all the race" ... until 26 laps and then overtook him and equaled Farina's lap record." Moss said, "Fangio was slower than me on the midspeed curves and a bit faster on the fast one." This was the Buenos Aires GP; Sterling was driving for MBZ.

In late 1954, Moss had practiced in a self-purchased Maserati 250F earlier in the year to prove "he could mix it with the superstars." Then MBZ team manager Neubauer came "knocking on his door." In February he returned from Rio with gal friend Sally Weston to eat at L'Epicure or The Colony Club or the Mirabel, "bed by 3:45 AM". He got illegal parking ticket for 1.50 Brit. Pds while looking at wax bust of himself at Madame Tussands.

continues on page 4

Next Event ...

Picnic!!

Sat August 27, 3 pm

Walt & Marian Hatcher's

1000 W Main St

Washington MO

bring: covered dish



Bring your car, your stories, and your pictures of what you did this summer to **The Picnic** at Marian and Walt's home on the Missouri River bluff. Making its debut this year will be Michael Lains' blue Duetto.

Bring a dish of something good -- salad, dessert, or side dish, share and **ENJOY!** Join us and have a good time. The club will provide main course, beer, and soft drinks.

RSVP to Walt and Marian (636) 239-2690.

Coming in September. . .

Hermann Tour Sept 24, 2005

This is a brand new event carefully put together by Chuck & Sally Workman and Dale & Juanita Dodd. So it should be a very enjoyable event too. Here's the schedule:

10:00 AM Meet at the commuter parking lot on the outer road just east of Hwy. 94 at Hwy. 40 (Weldon Springs exit).

11:00 - 11:30 AM Arrive in Hermann. Park in FIRST BANK lot on ALLEY between East 1st & 2nd.

11:30 AM Lunch at the CONCERT HALL.

1:00 PM Winery tours and tasting at Hermannhof Winery.

2:30 PM Tour of Gasconade County. Neat roads - all paved.

4:00 PM Tour ends at Dale and Juanita Dodd's home overlooking Hermann. There is a great view of the town and surrounding hills. Bring your cameras. Refreshments and snacks.

Although this is a one day (Saturday) only event, if anyone wants to arrive earlier or stay Saturday night, they must make reservations NOW. Hermann's motels are not recommended. For B&B reservations, call the Chamber of Commerce Tourist Center at 800 932-8687.

For more info contact Chuck (ceworkman@ktis.net (573) 486-2800).

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2005 Calendar

Aug 27 (Saturday)	Alfa Picnic in Washington MO (Walt and Marian Hatcher)
Sep 17 (Saturday)	Alfa B-day Celebration
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.)

Confessions continued from page 7

Graham Davis, for letting me use some of the hard to find Alfa tools; Carl Davis and Mike Houser, who always seemed to find parts I needed; Harden Ervin, for coming out to Hermann and getting some of the bugs out of my car; Bob Volpe, just for having Tom Wojick on his staff; my son Lee; and finally Hal Fleming, for his encouragement and help. He really did get under the '79 Spider and put on the fuel filter! Really. And, of course my wife, Sally for letting me have the garage to work on the cars, while her new Grand Cherokee sat on the street all Spring. I hope I haven't forgotten anyone.

So this is my last Alfa restoration. No more. But wait. There's a pretty nice Duetto on eBay now. Maybe . . .





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The Confessions of an Alfahaulic, Part 2

Oh, No. Not again!

by Chuck Workman, St Louis AROC

Some of you may not know that over the past few years Sally has fallen twice and broken her right arm. Right. Twice, same arm. As a result she doesn't have much strength left in that arm, which makes turning the wheel of a car difficult, especially one without power steering. The last time she broke the arm was in December of 2003 at Stone Hill Winery. No, she wasn't drinking! She tripped on a high patch of asphalt. So she wasn't able to drive any of the Spiders.

The only Spiders of generations 1 through 4 that had power steering were the 4th series. Several of our club members, including "Prez" Phil Dean, have these cars and I've always admired them. Not only do they have power steering, but Alfa finally eliminated the black "spoiler" on the tail. So I started checking into the prices and availability of these cars, the last of the great Alfas with the design by Pinin Farina. Where to look? Why eBay, of course!

In early January 2005, I found several '91-'93 Spiders listed for sale. I noticed that those cars with lower than 50,000 miles on them sold at rather high prices, usually over \$10,000. But I did find one '91 Spider that had no reserve on it and was being bid at less than half of that amount. (At this point, let me give you a tip. Those eBay auctions, cars included, that end on a weekend or in the evening will usually go at a higher price than one that ends at, say 2:00 PM CST on a weekday. I guess that's because potential bidders in all time zones are either at work or at lunch. I don't know why, but that's been my experience.) At any rate, sometime before the auction ended, I contacted the seller of the car (who was in Pottstown, Pa.) and asked him a lot of questions about the car. I also asked him that if I were the winning bidder, could he store it until the weather was suitable to drive it from Pennsylvania to Missouri. He readily agreed.

About an hour before the auction was to end, I found that the bidding had not gone higher than it was three days earlier. So I waited until a few minutes before time was up and then put in my bid, which was considerably over the then high bid. I crossed my fingers as the bidding ended and found that I had bought the car for only \$100. more than the previous bid. Now we had a car that Sally could drive. *At least that's my story and I'm sticking to it!*

Let me tell you more about the car and the seller. He had a very detailed description and 52 photos of the car on his personal web page. He told me that the car had over one hundred thousand miles on it; that it had been poorly taken care of before he bought it, that it had been stored outside with a leaky top, and that it had some broken rings at that time. But the car had no rust except in the wheelwell that he'd repaired. He had the engine totally rebuilt by a former

Alfa mechanic. The paint had a number of stone chips, and the electrical system had some corrosion, but was all operable. He had driven the car about 2000 miles after the work had been done. The car has a new Hartz top w/zip out window. It has new tires and drives well. The only reason he was selling the car is that he is restoring two Porsche 911s and needed the money. I must say that I've never had a more truthful and helpful person to deal with. Ed Wysock (his name) even did a lot of work on the car after I purchased it.

He furnished me with receipts for all parts and work he had done on the car. I couldn't be more pleased with the car or the seller.

I had bought the car on January 11, and fellow St. Louis AROC member and good friend, Hal Fleming and I flew into Philadelphia on March 23. Ed met us at the airport and drove us to Pottstown where we picked up the car. We drove it back to St. Louis at 70+ mph in heavy rain, then sleet, and then snow,

which caused me to stop in Somerset, Pa. for the night, the trip was fine and so was the performance of the car. After dropping off Hal in St. Louis, I got it to Hermann the night of March 24. The trip was about 1000 miles and I was having so much fun driving the car that Hal became a little miffed because I didn't let him drive at all!

My car isn't a Spider Veloce. Alfa had dropped the "Graduate" name in 1990 and for the series 4's made only the Spider and the Spider Veloce. Actually there were very few differences. The Spider Veloce came with leather upholstery, air conditioning, a special boot cover, a mirror in the passenger visor, a special map reading light in the glove compartment, and 15" tires with the "telephone dial" alloy wheels. The Spider came with vinyl upholstery, 14" tires, and "telephone dial" wheel covers, as standard. You couldn't upgrade a Spider into a Spider Veloce because Alfa didn't offer the 15" alloy wheels for separate sale. But they did offer optional 14" alloy "Daytona" wheels with five spokes. My car has these. In fact my car has almost all the options that were included in the Veloce! And I forgot to mention that the air conditioner was disconnected.

With the car safely in the garage and the weather somewhat temperate, I started on some of the little things that needed doing. One of the first things was to take the car into Tom Wojick at Volpe's shop to get the Air Bag light turned off. (A tip here to those series 4 owners: there are two sensors in the engine compartment, one on each side of the radiator. If you have to take either or both of these off, as mine had been, be sure to disconnect the battery first. And don't connect the battery when the sensor is off. Otherwise you'll get a flashing light in your face that won't quit until the car's computer is adjusted.) Tom also checked out the



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Note Bene continued from page 1

March involved waterskiing and spearfishing in Nassau with blond gal Marianne, lunched with David Healey, evenings at the Silver Slipper Club. Bought his first air conditioner for \$214. Drove Austin Healey race car with 5.50 x 15 tires, winning production class, 6th overall against Ferraris, Maseratis, one D type.

April began badly, he hit an ARMY lorry, which carried bombs, that "pulled across his path". MBZ allowed him to drive other cars... "The Maser motor is fantastic" is one entry.

May 1955 gave him greatest ever triumph, victory in Mille Miglia with Jenks as co driver. Noted that 7700rpm gave them 176mph. "Fangio's pills" helped him sustain 10 hr drives of "flat out driving". Drove many hours (after same day race) back to Germany for director's lunch, never drank alcohol just "orange squash". Close to Monaco, he visited Aristotle Onassis' yacht, with floor covering the swim pool, floor moved with "press of the button". Lost to Fangio at Eifelrennen by 1 meter.

June 1955, the awful LeMans accident which cost 80+ lives when MBZ crashed into crowd. Moss was ahead of Fangio by three laps in same LeMans, but MBZ withdrew upon orders from Stuttgart ("that was Fitch's idea and I disagreed"). John Lyons, the only son of Wm. Lyons was killed, said to have "far reaching consequences for the British marque". (What did ol' frog Chas. DeGaulle say about "the graveyards are filled with indispensable people?") Sterling says he was quicker than JMF in Sports

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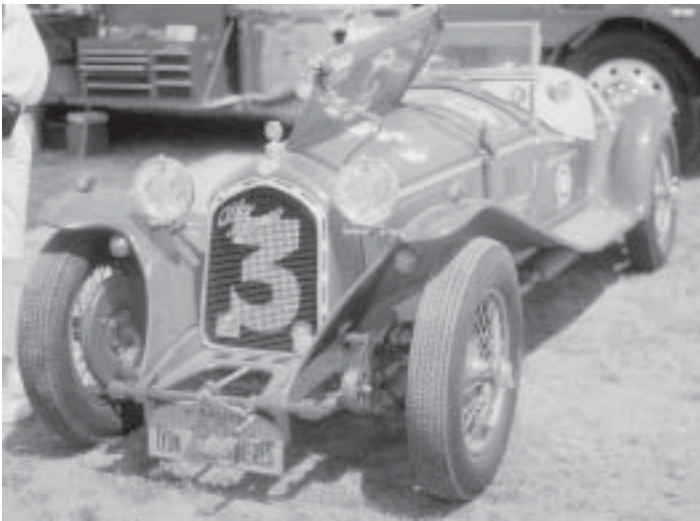
298-0887
11831 St Charles Rock Road
Bridgeton MO 63044
(Across from Grandpa's)

388-1181
10617 New Halls Ferry
St Louis MO 63136
(1/2 mile south of I-270)

Italian Cars at Chicago Historic Races

Road America, Elkart Lake WI, July 2005

Photography by Jon Rhodes, St Louis AROC



For Sale


- **'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 douglass@gracehill.org. **New Listing!**

- **'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.

- **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.



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Note Bene continued from page 5
cars, but not in Grand Prix cars.

Mille Miglia 1955 compared to 2005 event? Lots of articles from drivers. August 2005 OCTANE mag relates the 1957 death of Ferrari driver Marquis de Portago and his American co-driver with ten spectators. Today's version has "hourglass" circuit from Brescia to Rome and back again, about 1000 miles. "Spectators still number millions" in 2005.

"I am blazing up a hill at 90 mph in MBZ 300SL with police motorcyclist glued to my right rear corner" is one entry. Autoweek mag 8-1-05 issue says average cost of each vehicle in this year's event is \$1,000,000! Most common car was MBZ gullwing. Cars entered numbered 375, a "good amount of change on the road". Sir Wm. Lyons (R.I.P) of Jaguar was proud as Indiana's Gary Bartlett got a "cat pack" of Jags...D-type, C-type, XK120 lightweight, etc. from museum to DRIVE. Norman Dewis, 83 yrs young, drives the XK120. American teams numbered 37 and "early ground school" mentions to the American swine, the many rules and "subtleties" of the event..(aka "The RED car always Wins")..is the final result, in case anyone was wondering aloud!

Older cars show up front with low numbers, like Blower Bentleys or "thumping Alfas". Ferraris and Porches dress in "high numbers". "Driving in the Mille makes you an instant celebrity" ...signs such as "slow down and Smile for Some Flowers" are present. Police, Monks, school kids all come out to party.

Stirling Moss drove the car he did 50 yrs ago and relates his memories of co-driver Jenks using hand signals to tell him directions de la navigation during the 10 hr, 7 minute, 48 sec drive. Once, at 7500rpm in 5th gear, they underestimated a "only flat out if road is dry" bump, went airborne for 1 sec (with "raised eyebrows") and felt no road bumps for 200ft of flight! Jenks wrote, "Up into the mountains we screamed..one long series of slides that to me felt completely uncontrolled, but to Moss were obviously intentional". (Damn, those Brits can WRITE!) Dutch Mandel of Autoweek writes "All Mille competitors will tell you the third and last day is the most grueling." "You are tired and stiff and sore and sunburned and dehydrated." (Compare American writing to Brit diary entry above).

Joke Break!

1) Young boy announces to his Mom, "I've decided to become a preacher." Mom says, "That's OK with us, but what made you decide?" Kid says, "Well, I have to go to church on Sunday anyway, and I figure it will be more fun to stand up and yell than to sit and listen."

2) Warrenton Journal "Town Talk" section: "Duct tape and WD-40 will fix anything...if it should move and doesn't, use WD-40; if it shouldn't move and does, use duct tape". (I didn't know Lains read the Warrenton Journal!)

3) Six yr old reciting at church... "And forgive us our trash passes, as we forgive those who passed trash against us." (Useful for ex-medical staff members of St Johns in Washington, MO.)

Auction Alert

RED 1966 Alfa Romeo TZ2 4 sale, Monterey, CAL, see pix at www.bonhams.com. Also, the Ferrari (1967) 275GTS/4

NART Spyder prototype used in Steve McQueen movie "the Thomas Crowne Affair"

1955 Alfa Romeo 1900 Super Sprint Zagato..maybe same one that was at Russ Stanton's organized St Louis Natl AROC event in 1992 at Westport Plaza? "One of just a handful built, ready for immediate enjoyment". See photo at www.bonhams.com/privatecars or buy issue of "Classic Cars," 8-05 edition, p. 7 to see photo of car.

1966 ex-Autodelta TZ2 also offered for sale..ex "Berlinetta Competizione" car..picture on p. 17 of mag.

Monterey Auction: 8-19 to 8-20 at Portola Plaza Hotel... with ex-Scuderia Ferrari 1932 Alfa P3 Tipo B Monoposto..estimated sale at \$1.2 million Brit pds. Another (1967) Alfa TZ2 ex-Nurburgring 1000km racer..Reims 12 hr classic (winner of class)..estimated cost.."multi-million \$\$\$\$" at Bonhoms at Quail Lodge, Carmel, CAL.

ALFA RACE 2005 VICTORIES!

1) Mille Miglia 2005 has ALFA ROMEO victorious!!!! The ALFA museum's 1928 "6C 1500 Super Sport" driven by Luciano Viaro and Murizio De Marco..picture of car p. 19 of "Classic Cars," 8-05.

2) Alfa Sprints to Sicilian Win... a 1961 Alfa Giulietta Sprint won...(arrest me RED paint) the 93rd running of the "Targa Florio" held June 1-5. Second place was 1952 Lancia Ardea. Forty four cars entered, ranged from 1908 Brasier to a 1984 Ferrari 288 GTO. One stage involved night driving through streets of Palermo. Final day was 88 mile original Targa circuit. Ref: Ibid.

1950s again..

Phil Hill has new book, "Ferrari: A Champion's View"...relates his 1954 stories. In 15 months, five of his works' teammates died racing. (Musso, de Portago, Collins and Hawthorn). Cavalier attitude towards dying is what critics say... Lou Brero, fatally burned in race in Hawaii in 1957.."it sounds strange in this anti-tobacco world we're in today, but as they were about to take Lou off in the ambulance for what would be the last time, he asked me for a cigarette to help calm him." — PRANCING HORSE, issue#155, p23.

Hill retired twice due to the carnage of death around him. He quit in 1954, then raced again later in same yr to retire for good in 1967.

Italian Car Fest in suburban Dallas, Grapevine, TX 9-9 thru 9-12-05. Organizers expect 12,000 visitors and 135 Italian cars. I have been to this in 1997 — see www.ItalianCarFest.com for details.

Bolivia anyone?

The 40 mile descent from LaPaz to Corioco (11,800 ft lower) is unprotected by barriers on a cliff, gravity speeding trucks, cyclists in a road "wide enough for one car only". Priests, for cash, offer last rites to passengers leaving LaPaz. A large vehicle plunges off the cliff every 2 week or so, says..TOPGEAR mag..1-04 issue.

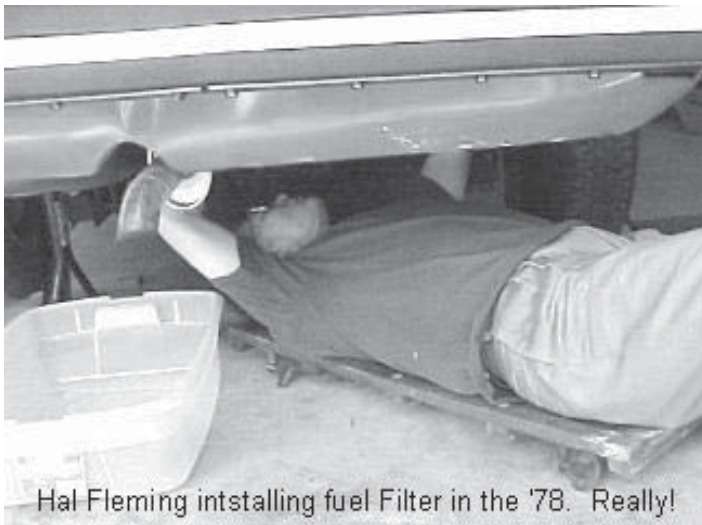
Greece?

Highest vehicle mortality rate is 3% for Men..(Women die mostly on roads in Latvia)..craters, goats, concrete roadspills, redundant white lines veering off into nowhere..Blind bend

continues on page 10

Confessions continued from page 3

rest of the electrical system. I'd already cleaned most of the connections and applied dielectric grease to them. Speaking of cleaning electric connections, the power mirrors on the car didn't work when I got the car. Ed had thought the problem



Hal Fleming installing fuel Filter in the '78. Really!

might have been the wiring in the door, but the wiring checked out ok. I thought I'd have to replace it, but during the club meeting at Steve and Sherri Coldewe's, Harden Ervin said the switch could be taken apart and cleaned. He was right, but it's a tedious job to get the switch apart and then put back together again. Now the mirrors work fine.

I really didn't have much to do in the engine compartment. However, there was a noise that sounded to me like a valve needed shimming, so back to Volpe's. When we got the valve cover off, Tom discovered the noise was just a loose timing chain. Whew! (Tip #2: after installing a new timing chain, remember to check the tightness after a few hundred miles.) Then Tom took out my tachometer, which wasn't working. Somehow I can't drive without the tach. Tom couldn't find anything wrong, so he put the tach back in the pod. Surprise. It worked. Tom didn't know why, but it may have been a loose connection. It's still working.

We're fortunate here in Hermann to have a couple of good independent mechanics that are willing to work on some of the imported cars. One of them, Riverside Motors, is owned by a guy who used to be chief mechanic and shop manager of the local Chrysler dealer. (Did you know that during the last few years Alfas were sold in the USA Chrysler was their sales agent?) He has a lift, which I don't. Some of the things we did in his shop were installing new wheel bearings, brake pads, and emergency brake shoes. I had also ordered new seals for the rear of the transmission and the differential pinion. We got the shaft off with no problem. Then we discovered that to remove the pinion seal nut a special socket is needed. Ditto the nut on the rear of the transmission, which is a thin wall deep well socket. Neither were available in Hermann, so I got off an email to Rich Hirsch. He referred me to Graham Davis. Not only did Graham have the two sockets, but he arranged for his sister-in-law deliver them to me. She just happens operate one of the better B&B's here in Hermann. I got them the next day.

What a great bunch of people we have in our Alfa club.

Now I thought was the time to look at the upholstery. As I said earlier, the owner before Ed just hadn't taken care of the car. Ed suspected that the guy drove the car hard and eventually broke one or more of the rings, so he just put the car outside for a year or more. And with a leaky top, it wasn't long before the upholstery began to deteriorate. I'd had good luck with World Upholstery and Trim and their catalog listed a '91 vinyl upholstery kit. Vinyl is what the plain Spider had, so I sent them an order. But when the UPS man delivered it, I found that it was the upholstery for a 1990 Quadrafoglio! A quick phone call to WU&T and I was told that they listed the kit for the 1991 Spider, but always shipped the 1990 model. They didn't even have a pattern for the '91 seats! They do now! I sent one of my old original seat covers to them and within a week got the correct set back. And it is of tan German vinyl, the same as the original. I had Joanne Cramer, at Harvey's Body Shop here in Hermann, put them on. I made new door panels myself. (Another tip here. If you remove the door panels on your car, don't remove the plastic that hangs inside the window compartment. That keeps any rain water from soaking the covered panels). That just about winds up the restoration, though I still have some small jobs to do, such as replacing the rusted out headlight buckets. I'll probably have the car repainted sometime, but that can wait for a while. We drove the '91 Spider down to Tan-Tar-A for the Fiat Freakout this June and turned a lot of heads. Oh, I almost forgot. If you weren't there, the temperature was in the high 90's and I still hadn't gotten the air conditioner working. Guess what I'm



doing this week? Isn't it great to own an Alfa?

It's been a real enjoyable experience restoring these three cars. I've learned about where to get good parts at good prices, and where not to. Today we're fortunate to have many suppliers of parts. Of course the original Alfa made parts are becoming harder to locate, but there are some fine after market items too. It just depends on how original you want your car to be.

I couldn't end this story without thanking some of the people who helped me in restoring my car(s). Among them are Rich Hirsch, who helped with advise and labor so often;

continues on page 2

from <http://www.international-auto.com/emails/2005-06/ebay-auctions/index.cfm/sc/9355>

Recent Alfa Romeo Sales on eBay

by Mark Lee, IAP

(Information above represents solely the author's opinions, and is not intended as a guide to the purchase of any individual vehicle.)

Year	Model	Miles	Date Closed	# of Bids	Bidding Reached	Sold?
1959	Giulietta Spider	100K+	6/12/05	21	\$9,000	Y
Late 750-series Normale was sold as a restoration candidate; has some old bondo, but black body looks straight. Runs, brakes iffy. Needs chrome & interior. Most parts are present.						
?	Giulietta Spider	N/A	6/14/05	1	\$1,000	Y
A 101-series rolling bodyshell with rusty floors. Rear axle and brakes included; no interior.						
1966	Duetto Spider	30K	6/10/05	32	\$13,001	Y
Bright red Duetto, originally from Canada and restored in '92, pampered since. Beauty is marred only by a small dent in the trunk lid. Looks just like Dustin Hoffman's in the Graduate.						
1967	Duetto Spider	100K+	6/11/05	9	\$3,501	Y
A rusty but relatively complete barn find, last run in 1978. Every system probably needs attention, but will be a very sweet car if the new owner restores it well. Hope he has the IAP catalog ;-)						
1967	Duetto Spider	59K	6/11/05	17	\$14,100	Y
Beautiful ivory-colored Duetto; looks very nice even in closeup shots. Has rebuilt 1750 engine (original would be 1600) & rebuilt transmission. Nice canvas top. Steering wheel has '70's lace-on cover. Apparently, a CA car all its life and it shows.						
1971	Spider	85K	6/11/05	0	---	N
Few (smallish) photos, terse description. Red car looks very nice, but how can you tell? Has later Daytona-style wheels; roll bar. No one bid the opening \$10,000. No surprise there.						
1974	GTV	29K	6/14/05	0	---	N
A moderately rusty red GTV that's been sitting for 10 years; originally for the German market (not clear if it was registered in the US). Zero bids.						
1974	GTV	110K	6/13/05	12	\$2,025	N
Built in March, 1975 and sold to a serviceman in Germany; rusting through an earlier repaint; has a 1997 US plate on the back. Did not meet reserve.						
1974	Spider	77K	6/12/05	21	\$5,600	Y
Silver, with awkward pinstriping. Beautiful interior and top. No apparent rust. 1974 is considered a very good year; engine looks unmolested. Small dents in nose and grill. California plates.						
1974	GTV	56K	6/12/05	0	---	N
Here is a red NY car that was repainted recently, which probably scared off some would-be buyers. The car looks great in the pictures. Panasport wheels. Undercarriage photo doesn't show the important part (bottom of rockers, for example). Still has Spica injection. Seller may have started out too high at \$6999—sometimes less gets more.						
1981	Spider	58K	6/12/05	0	---	N
White car with some rust, slip-fit seat covers, a few small dents, turbina wheels. Most Alfisti consider 1981 not to be a "good" year (single-throttle plate SPICA hard to work on and less powerful). Lister had only 5 feedbacks.						
1985	Spider	100K+	6/14/05	14	\$1,225	Y
Advertised as a project car; not running; body looks straight; interior rough						
1986	Spider	100K+	6/13/05	5	\$3,101	Y
Owner bought car on eBay 12/03 and has spent quite a few \$ on repairs, including fixing a crunched nose. Looks like a Graduate with Panasport wheels and aftermarket mirrors; red; still needs some repairs, including rusty spare tire well.						
1986	GTV6	120K	6/12/05	8	\$3,200	Y
A pretty black GTV6; smokes some, rust in spare tire well, driver seat torn. Mileage is an estimate. Owner shot a video of exhaust so you can judge oil burning yourself.						
1986	Spider Veloce	109K	6/10/05	9	\$2,800	Y
Black car looks about average for its age/mileage. Not rusty, but a little tired. Paint is still shiny, but there are dings & dents. California lack of rust but California sun-damaged upholstery. A/C works. Buyer probably did well.						
1986	Spider Quadrifoglio	75K	6/9/05	26	\$6,600	Y
Plenty of large photos showed off this car's glassy red paint and pristine black leather seats. Steering wheel leather was ratty, and underhood shot showed average-looking engine bay. Not sure if paint is original. A/C not working.						

continues on page 9

from Inside Line, Edmunds.com

Alfa Romeo 8C Spider to Debut at Concours d'Elegance

PEBBLE BEACH, Calif. Organizers of the Pebble Beach Concours d'Elegance have confirmed the new Alfa Romeo 8C Spider will be unveiled at the event on August 21.

Alfa Romeo will be the featured brand at the forthcoming Pebble Beach Concours d'Elegance. The sole surviving first Alfa Romeo model—a G1 from 1921—will be shipped from Australia, and dramatic 1950s Bertone-executed concepts—the BAT5, 7d and 9—will be reunited, along with other historic Alfas. As a bonus, the organizers convinced Alfa Romeo to roll out the open-top version of its 8C Competizione.

Alfa would like to return to North America in 2007, so



this is a great way to highlight its "sporty" image. The original 8C Competizione sports car was unveiled two years ago at the Frankfurt Motor Show and ever since the question has been, "Will it be built or not?" As it was so well received, Alfa had at one point decided to go ahead with an open-top version, but then the company's priorities changed.

Now visitors to the ocean paradise where the Pebble Beach Concours is being held will be face-to-face with the 8C Spider, the open-top variant. The 8C Competizione had been fitted with a front-mounted, rear-wheel-drive 4.2-liter Maserati V8. It seems the 8C Spider has the same arrangement.

Ebay sales continued from page 8

1987	Spider Quadrifoglio	49K	6/14/05	29	\$5,500	N	A very presentable red Spider with factory hardtop; Florida plates; hard to tell but seats may have cracks. Seller with only 10 feedbacks; failed to meet reserve or \$6,900 Buy-It-Now price.
1987	Milano Verde	111K	6/11/05	20	\$2,125	N	Black, which suits the Milano, and with the powerful & rare 3.0 engine (Verde option). Has some rust, according to lister. Has wheel and suspension upgrades; maintained by Reina. Working A/C. Owner may have scared off buyers by pointing out that you must be an enthusiast to own a Milano (he's probably right, though).
1987	Spider Veloce	25K	6/11/05	19	\$8,450	N	Second owner has original bill of sale (\$18,201); claims car is perfect. If it isn't, you can't tell from the photos. Red; has never been repainted. Located in WA state; didn't meet reserve.
1989	Spider Graduate	71K	6/12/05	12	\$5,200	N	A dealer listed this white Spider. Above-average appearance, with beautiful reupholstered seats but wavy dashboard. Car has been repainted. Did not reach reserve.
1991	164L	58K	6/13/05	12	\$3,001	N	Nice-looking black CA sedan; sunroof; cloth interior. Seller said car is mechanically excellent, but had a low number of feedbacks, which may have hurt his chances. Asked \$5,500 outright, later lowered reserve to \$3,002 but this may have been too late.
1991	Spider	49K	6/12/05	12	\$6,099	N	Red Spider, accident-repaired with tired tan seats & needing a new top but otherwise very nice looking. Auto transmission. Lister thoughtfully included photos of the undercarriage, which looks great, & called attention to the car's few negative points. Did not reach reserve.
1991	164S	156K	6/8/05	21	\$3,101	Y	A high-mileage, red 164 Sport with a few issues, but rust-free and obviously enthusiast-owned. Seller offered pdf scans of the repair receipts, which is nice. A/C stepper moter has already been fixed.
1991	164S	70K	6/5/05	24	\$5,100	Y	A silver, low-mileage car with recent clutch, timing belt, etc. Has aftermarket 18" wheels and ultra-low-profile tires. Very nice condition.
1992	Spider Veloce	81K	6/13/05	14	\$6,900	Y	A very clean "series 4" spider with lots of good photos. No apparent rust. Sold by a Georgia dealer.
1993	Spider Veloce	86K	6/8/05	1	\$3,400	Y	Here's a Spider in the British racing green that I think well suits the "late-model" body style. Speedo not working (sending unit?). Owner says no rust. Has a couple of dents and scrapes, but looks like a really good price for the buyer.

Alfisti Cooks!

by Sue Houser

Once again we are heading to the beautiful home of Walt and Marian Hatcher. No matter what the weather, sitting on the porch watching the boats go by on the Missouri River is always relaxing. Of course Walt's culinary delights are always top notch too. You just can't beat the genteel hospitality of Walt and Marian. This is a great time to discuss cars and car problems, but then when isn't a good time to talk about that. There are always conversation about the upcoming Eureka Springs event and of course, the Spring Fling Art Contest theme.

This month's recipe will feature home grown produce. August is the prime time for home grown tomatoes. This year my garden is producing tomatoes like crazy. I can't keep up with them. So I thought I share my Fresh Salsa recipe with everyone. I am bringing it to the Hatcher's picnic. This is one of my standard recipes and it's always a hit. I made it for the office a couple of weeks ago and it lasted about 45 minutes. The guys in my office are very particular about salsa.

Sue Houser's Fresh Salsa

3 pounds Medium size Tomatoes
2 cups chopped onion
1 cup chopped green pepper
15-ounce can tomato sauce (optional)
1/3 cup or to taste lime juice, lemon juice or vinegar
salt
pepper
3 Tablespoons cilantro
Tabasco Sauce

Dip tomatoes in boiling water, no more than 15 seconds, then rinse in cold water. Peel tomatoes and chop into 1/4 inch cubes. Dice the pepper and onion and add to tomatoes. Sprinkle salt, pepper and cilantro over mixture and mix well. Add the tomato sauce if you like. Mix well.

Add enough lime juice, lemon juice or vinegar to make it tart. Start with a 1/3 cup, mix and taste. You can always add more if you think it needs it. Stir well and let it cool in the refrigerator a few hours.

Once it is cold, add the Tabasco sauce. Start with a few drops. You can always add more. The heat from the Tabasco takes awhile to permeate the salsa. Serve with scoop tortilla chips.

The tomato sauce is optional. I use it because it binds the vegetables together. Without the sauce, it is more like a salad.

We have survived 30 hours without electricity this past weekend just fine. Thank goodness for a 15-year-old 9-inch black and white battery operated television. I think I bought the last D size batteries in Kirkwood. See you at Walt and Marian's.

Woofs and Meows,
Sue



Note Bene continued from page 6

may have you coming upon two Greeks yakking about goats or something..totally blocking the road..TOPGEAR 10-04 issue.

New Zealand optimism

Higher chance for human road kill in NZ than USA..the 70 miles from Milford to Te Anau has 300mph avalanches, sand sink holes, or some "swept out to sea" .. Why? Some say its due to the Kiwi folks "natural optimism".

Investment Biker

Around the world on BMW cycles by Jim Rogers. Excerpt: FOX News investor guy on Sat AM listings "At the BMW dealership in Berlin the mechanics were agog at how much damage we'd done to the bikes." "Looked like they had gone thru a war, banged up, jerryrigged parks, fork seals gone, mud in every part, loose wiring, beat up tires." "They had to put a new crankcase in mine, and head bearings were blown too." We were told we had the wrong bikes for the trip and they wanted us to buy the GS model cross country bike. As it happened, both of our bikes were under original warranties. The (smiling) BMW executives said they would honor them, "giving us thousands of dollars of repair work in a salute to our trans Siberian journey."

Reliability???

MICROSOFT (aka Bill Gates) is teaming up with FIAT AUTO for a long term "Strategic Automotive Partnership" ..whose goal is to "develop innovative in-vehicle telematics solutions". So, we're to boot the new ALFA 159 with "Ctrl/Alt/delete" maneuver when it stops in a rainstorm? Buy Autoweek 8-2-05 issue to see a picture of Bill Gates head superimposed on rusty, lime green Fiat Panda like thing.

TOP TEN cars of Mille Miglia 2005..

- 1) 1953 Ferrari 340MM
 - 2) 1952 MBZ 300SL prototype
 - 3) 1929 Bugatti Type 40 (1496 cc, 3 valve per cylinder, engine makes 60 hp)
 - 4) 1955 MBZ 300 SLR
 - 5) Maserati 1954, A6 GCS/53
 - 6) 1956 Ferrari 860 Monza, ex-Juan Manuel Fangio car in Sebring 12 hr race, 1956.
 - 7) ALFA ROMEO 1933, 8C 2300 ZAGATO former Tazio Nuvolari car which won LeMans 1933 and Mille 1932 and 1933!
 - 8) 1952 Aston Martin DB3
 - 9) 1934 Maserati 4CS 1100 (only surviving car)
 - 10) 1937 BMW 328 MM third place in 1940 Mille Miglia..Infamous BMW guy, Chris Bangle designer, drove it..wonder if he put his I-pod or "dame Edithstyle glasses" parking lights on antique vehicle?
- See ya at the Hatchers! Bring good food and finish those LeMans Blue Spiders!
Dr PHIL (dob 9-21-55)



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 spe-
cial 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

Approximate arrival time.....

Send registration and check to:

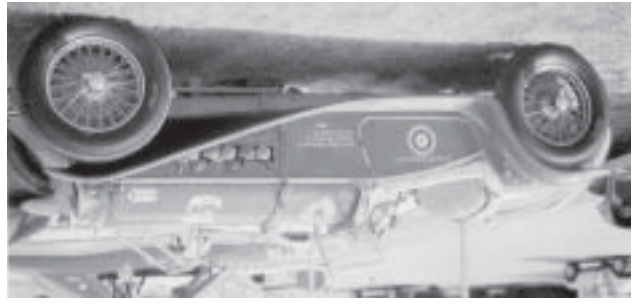
Robert Christian
326 North Chelsea Ave.
Kansas City MO 64123

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, includ-
ing tax and gratuity will be \$14.00.)

6C ?? at Road America July 2005. Photo by Jon Rhodes.



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

Aug 2005 AROC St Louis

Aug 27 Alfa Picnic, Washington MO

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
28	29	30	31			