



# *i Saluti*

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**Note Bene**

by Phil Dean, Pres

**“Boom, it’s Gone”**

A fit epitaph to the year 2006? Same title as a recent Picture of two Ferraris having a fender bender in Monaco, about the only place where 2 F cars could hit each other in daily traffic. Churchill said “the farther backward you can look, the farther forward you are likely to see”.

Current front cover of *Automobile* has the new (red) Alfa 8C coupe and Spider test drives in a garage or something, as accelerator “cable” broke on the Spider, so photo shoots only at 15 mph or so. One guy on ferrarichat.com said to have ordered one. Euro dollars is 165K price, including tax.

Dec ‘96 issue of *Thoroughbred and Classic Cars* has cover shot of 1930s era Alfa 8C 2900. “The exquisitely styled Alfa is a true supercar that is still quick today”. The fastest Grand prix driver in 1930s was Tazio Nuvolari, who took 21 fastest laps that year. The legendary Alfa of same yr had leaf springs, straight 8 engine with two superchargers, dry sump, making 220 hp at 5200 rpm. Four speed (rear mounted) tranny, front independent

*continues on page 6*

Next event . . .

## *Alfa Christmas Party*

Saturday December 9, 3 pm

Mike and Sue Houser’s  
 12736 W Watson  
 Sunset Hills MO 63127  
 RSVP (314) 842-4832

Bring: A gift of up to \$10 value and a covered dish



Our annual Christmas Party will be held at Mike and Sue Houser’s on Saturday December 9 at 3 pm. Be sure to attend. The club will provide turkey, soft drinks, wine, and beer. Please bring a covered dish and a gift for the gift exchange -- if you wish. The gift may be serious or a gag and should be valued at \$10 or less, everyone who brings a gift will receive one.

This is one of the best events of the year and we especially invite all of our new members, subscribers, and friends to attend. At the Christmas Party we will discuss next year’s events and elect club officers. RSVP to Sue at 314-842-4832.

### Tentative Alfa Club 2007 Schedule

**Jan 20 or 27:** “Starrs” at Big Bend and Clayton Rd, Graham Davis is Club contact. The private dining room is great atmosphere, food: 5 star quality, even rich St Louis doctors like it..poor Warrenton ones agree!

**Feb 18:** Presidents’ Day drive..Mike and Kara always put on a great DRIVE..the Dutzow “Quonset Hut” Lunch may be a repeat in ‘07.

**March 17:** St Patrick’s Day/AROC Swap meet/Pasta Party with Dan and Marilyn Murphy..will host this “New World Order” event of collaboration between Irish and Italians. (Admit it, you always liked DeLoreans anyway..lots of ALFA character in those gullwinged cars which if driver had “electrical power failure”..one had to tap on windscreen until a passerby had sympathy on your trapped-in-car case, in order to free you from the Stainless steel cocoon of pure Dublin manufacturing quality.)

**April 8:** Forest Park Easter Car Show..if we get 10 or MORE entrants, we MAYBE get free bottled water, stickers, badges, miscellaneous papers from Horseless Carriage Club Folks. Ask Rich for details.

**May 4-6:** Spring Fling..Super 8 Motel again. Washington, MO and envi-

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## 2006 Calendar

Dec 9 3 pm Christmas Party (Mike and Sue Houser,  
12736 W Watson, Sunset Hills MO 63127, RSVP  
(314) 842-4832



### Group Art Project

### Grills

Grills will be the subject of the Group Art Project this year. We will distribute the individual squares at the Christmas Party Dec 9.

Each square is 6 x 6 inches. The size and shape of the final piece will be determined by the number of submissions. Each artist will choose a color copy of an individual grill to reproduce in any medium. Previous media used in the group projects include metal collage, ceramic, sculpted wood, 3-D crochet, quilting, water color, acrylic paint, paper cut-up, fabric and paper collage, needlepoint, crossstitch, machine embroidery, faux chenille, glitter and sequins. There is no limit.

Everyone is invited to join in -- the deadline for completion is Friday May 4, 2007 at Spring Fling.

The finished art will be entered in the Art Show at the National AROC Convention in Detroit, August 2007.

For more info contact Janet Hirsch. ☘



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from *blogcritics.org*, 11/20/2006

## The Name's Martin... Aston Martin: A Look at the Bond Cars

by Ashleigh Charlesworth

This isn't actually a review of the new Bond flick *Casino Royale*, as such. I'm going to come at this from a strange perspective as the title might suggest.

My review is not going to be of the movie, but rather it will be of - in my opinion - the real stars of the movie: the cars. For me, regardless of who's playing Bond, the automobiles are always the true stars.

Before you dismiss this as a bad idea, think about it: has there ever been a bad Bond car?

Let's go through the list, but here I will add a warning: it gets nerdy from here on in, so either be a fan of the cars, Bond, or ideally both, before continuing.

Bond's car in the Fleming books was not, as most people think, an Aston Martin. No, it was a 1930 Bentley Convertible, complete with a 4.5-litre supercharged engine. It was actually mentioned in the *Casino Royale* book as Bond's hobby. Fleming, however, got his dates wrong, as it's stated that he bought the car almost new in 1933, then in *Live and Let Die* states it was a 1933 model; however the 4.5-litre SC ceased production in 1930. Fleming later corrected his error in the *Moonraker* book.

When the movies were released, however, the car was given a starring role rather than just the sideline role the books had given it.

Possibly the most famous Bond car is the Aston Martin DB5. This appeared primarily in *Goldfinger*, *Thunderball*, *Goldeneye*, and now in *Casino Royale*.

The car was also the one to introduce us to the Q branch of MI6. It was the car to receive the standard bullet-proof panels and revolving number plates and the famous ejector seat.

The Aston Martin DB Mark III was used by Ian Fleming in the *Goldfinger* book. However the DB Mark III was not used in the movie, and was replaced with the DB5 above.

The reason for this was one of sponsorship. The DB5 was the car that Aston Martin had for sale in the early '60s, where the DB Mark III had gone out of production in 1959 to be replaced by the DB4/5.

*You Only Live Twice* did not feature many cars; instead the star of the motor show was the Gyrocopter called 'Little Nellie'. There was, however, a very special car featured in the movie, even if most people didn't notice it. Toyota actually built two 'one off' 2000GT Convertibles. These were the only convertible versions of the 2000GT ever built — one is on display in the Toyota headquarters in Japan.

The next movie brought back the Aston Martin. On *Her Majesty's Secret Service* saw a new Bond (George

Lazenby), and it also saw a new Aston. The Aston Martin DBS was used by the Australian Bond. The car did not have a big part in either of the movies it featured in (it was also seen in *Diamonds Are Forever*). It did, however, steal the scenes it was in. The car was in the pre-credits, and it was also the car Bond got married in. *Diamonds Are Forever* also included the Ford Mustang Mach 1 Fastback.

*The Man with the Golden Gun* featured a reduced car lineup (in the sexy car stake, that is). There was the Rolls Royce Silver Shadow, but the car that everyone remembers is the AMC Hornet — yup, the one that does the corkscrew jump.

*The Spy Who Loved Me* brought another one of the memorable Bond cars.

Yup, it was the '70s and the first of the Lotus Esprits to feature in Bond.

This Bond car was the most Q'd up car yet. It was not only a mobile gun platform, but a submarine as well.

The next Lotus was the Esprit Turbo. There

was actually two Esprits in this movie — Bond has the white one blown up (security system) at the beginning of the movie, and is then provided with possibly the worst colour Bond car ever, a burgundy Esprit Turbo.

*Octopussy* featured no Bond cars as such, however it is interesting in that one of the cars used in the movie (Bond steals it in a getaway) is an **Alfa Romeo GTV 6 Quadrifoglio**, rare and possibly the best Alfa of the period.

Timothy Dalton took over the role of Bond in *The Living Daylights*. In this he was equipped again with a Q'd out Aston Martin. This time it was one of the best sounding cars of all time, the Aston Martin V8 Vantage Volante.

*GoldenEye* introduces another couple of names. Those names are BMW, Ferrari, and Pierce Brosnan. The Ferrari in question was a F355 GTS. In the movie Bond races Xenia Onatopp down a mountainside in his DB5. Now we all know in the real world Bond would not stand a chance. But the sequence is good, and shows off some nice driving. The movie also famously has the T-55 Tank chase sequence. The Bond car however was a BMW Z3; it was the first non-British Bond car, and is only actually seen in one scene of the movie.

*Tomorrow Never Dies* has an excellent scene with a BMW 750iL. Bond uses the car to escape the bad guys in a chase sequence inside a multi-story car park. The nice thing about this car is that the writers obviously realised that a German car for an English gentleman was not perhaps the greatest marketing choice. They were, however, stuck with it, having signed a three-movie deal, and decided to play on the "Germanity" of the car. The 750iL features a female computer voice with a very German mannerism.

*The World is Not Enough* featured the last of the BMW cars. This one was the BMW Z8 and also did not fea-

*continues on page 11*



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Bill Hanak has done major work on Ralph Coldewe's '59 Giulietta, Sue Houser's '69 GTV, and Rich Hirsch's '67 Giulia Sprint GTV.

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(Across from Grandpa's)

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

*Tentative 2007 Schedule, continued from page 1*

rons. Friday Pizza Party, Sat AM Rally by Sue Houser, Sat PM Art Show (theme is "GRILLS") at Hatchers, Sat Nite Banquet set up by Hatchers, Sun AM Clemoco Autocross by Jeff Davis, Dean, Harden, Volpe, Dan Murphy. Sun 10 am ALFA Concours. Sunday Lunch. Awards and trophies made by Toretas this year!

**June 3(?):** European Car Show at Plaza Frontenac, Rich to serve as liasion.

**Late June or early July:** Volpe Meinecke-ALFA Tech session...Dean to serve as liasion

**July 14 or 21:** Hirsch Lake Tishomingo Event/Pasta Party, swimsuit contest, ALFA amphi-cars?

**Aug 1-5:** Detroit, MI Nat'l AROC mtg

**August ?:** Annual ALFA Picnic at Hatchers, Washington, MO

**Sept 21-22:**..Italian Car event/FIATs/ALFAs/Ferraris in Collinsville, IL

**Sept 29:**...Quincy IL event (different locations) with John and Sharon Ryman..MAYBE an adventurous adjunctive overnight trip to Galena, IL on Sept 30...possible Jane and Marilyn co-sponsors

**Oct 7:** Columbus Day 2007 (Candy Throwing) Italian Car Parade..Norma to arrange details

**Oct 26 to 28(?):** Eureka Springs, ARK event with KC ALFA Club

**Nov 10:** Planning Mtg for 2008..Ralph and Jane in Frontenac, MO ..Maybe Presidential Primary Candidates (Hillary and McCain) get together?

**Dec 15:** Xmas Party/Kwanza / Holiday Drink up/Stealing Gift exchange/Merriment at Housers again! St Louis AROC Officers election again at Xmas Party, General Members meeting to confirm/change? above noted plans.



## For Sale

- 1989 Alfa Romeo Spider Veloce, 5spd, White w/ saddle leather, Last year for bumpers, ac, pw, am/fm cd, Classic motor car & Great investment, Drive home for \$7,200, 618-635-8104. Photo at [www.autotrader.com/fyc/vdp.jsp?car\\_id=212778462](http://www.autotrader.com/fyc/vdp.jsp?car_id=212778462)
- Dismantled '74 GTV. No engine or tranny, though there are all sorts of parts -- lights, dash pod, excellent seats, trim, windows, window mechanisms, etc. It all came from a crumpled and bent GTV that was too out-of-line to straighten and restore. I am offering the parts for sale to club members before putting them on ebay. I don't know what some of the stuff is worth so no reasonable offer will be refused. Giuseppe Pirone 314-550-5623 or 314-241-9271, [gpirone@hotmail.com](mailto:gpirone@hotmail.com).

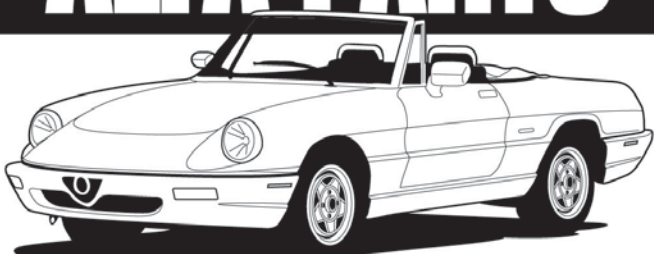


- '76 Alfa Romeo Spider, ivory, 68k. Vehicle purchased 1997. California car, purchased in '97. Body sound (no rust). Not abused, wrecked, or left outside for any extended period. A list of items replaced can be furnished upon request. Includes water pump, fuel injection pump, thermostatic actuator, valve guides & valve seals, electronic ignition system, Robbins padded top, rear differential wheel bearings & seals. Invoices available for most repairs. Spare parts include odometer, tachometer, rear taillight assemblies.

Known defects include bumper chrome insert strip and seat covers. Selling car due to too many cars, not enough space. Mike Houser, (314) 842-4832, [alfadesign@charter.net](mailto:alfadesign@charter.net).



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*Note Bene continued from page 1*

tailing arms suspension, aluminum over steel bodywork. Hydraulically operated drum brakes. Top speed 122 or 132 mph, zero to 60 in under 9 sec., depending on driver. Fuel economy 8 to 9 mpg. New price £1,950...now several million USDs or GBPs.

Test driver Matt White said, "I did three laps, I wanted to do more." In its day, "the 8C 2900 must have demoralized other road users, whether in the mountains in bad weather " or "under the blazing sun" on long plains straights.

### JOKE break

Husband forgets wedding anniversary, wife really mad,

She tells him..."Tomorrow, I expect to find a gift in the driveway that goes 0 to 200 in 6 sec., and it had better be there!!!"

Next morning, gift on driveway, in box, wrapped up in red ribbon, she opens it...

Found a brand new bathroom scale!  
Hubby has been missing since Friday.,

*Automobile* mag says the 2007 Alfa 8C has zero to 60 in under 4 sec. Thirty-two valve V-8 Maserati/Ferrari derived engine as Arese factory is dismantled. Transaxle layout again, 450 hp, 185 mph top speed, 20 inch wheels, Brembo brakes. Weight advantage is 3300 lbs with 50/50 weight distribution. Only 100 cars to be sent to USA. Body is carbon fiber monocoque and interior...Just buy the damn issue, encourage ALFAS on front cover of US car mags.

### JOKE BREAK

Yogi Berra, again:

"The future ain't what it used to be!"

Yogi was asked, "What makes a good manager?"

Answer: "Good players!"

Chicago Cubs manager Jim Riggelman said:

"I try to have respect for people in general...whether it's baseball players or lowlifes like the media."

2007 coming up soon. Hmm, what about last few decades where year ends in a "7"? Any glimpse into future?

1997 Last time Phil Dean had two Alfas

1987 Sir Richard Branson flew 2, 789.6 miles in first transatlantic hot air balloon flight. Per Lindstrand helped a lot. Flew from Sugarloaf Mt in Maine to Ireland

1977 Paul MacCready was the engineer who designed the first human powered aircraft around a 3 mile course with cyclist Bryan Allen pedaling the thing. Won the Kremer prize with the "Gossamer Condor" aircraft.

1957 First around the world nonstop jet plane flights with three of the eight engined B52s.. led by Major Gen Archie Old, Jr as it took 45 hrs, 19 min. to do 24, 325 miles with average speed of 525 mph.

1947 Capt Chuck Yeager first supersonic flight in the rocket powered X-1 Bell research plane

1937 Hanna Reitsch, flew first helicopter FW-61 in Bremen, Germany. She was first woman civil and military test pilot, (also flew rocket fighter ME 163s in 1944/5).

1927 Chas Lindbergh solo transatlantic flight took 33

hrs, 39 min. to travel 3,600 miles.

### ANWR drilling facts:

So we can drive used 8C Alfa sports cars in 2017 or so?..So I get killed at next Alfa Xmas party? Whatever..

6 to 18 million OIL barrels a day in ANWR

75% of Alaskans support the idea.

ANWR oil supply equals 30 yrs worth of imports from Saudi Arabia.

We have oil drilling in 29 of 530 Fish and Wildlife refuges already.

Prudhoe Bay operations did not damage the caribou, actually herds have INCREASED from 3000 in 1970 to 27,000 in 2000 to 32, 000 in 2002.

ANWR is the size of Delaware and the oil development site would take up the size of Dulles Airport.

Al Gore in "Earth in the Balance" said the internal combustion engine, not terrorism, posed the most imminent threat to the world..(?)

### JOKE BREAK

Two BRIT guys in the office, Pete and Jeff..

Pete says, "Jeff, I made one of those Freudian slips today.."

"Oh yeah?"

"Well, went to buy my train ticket and the woman serving had great cleavage. Wanted a return to Tooting, but I asked for a return to Titting."

"Hmm.very embarrassing!"

Next day: "Pete, I made one of those Freudian slips again."

"Go on."

"Well, I was eating breakfast with my wife, I meant to ask her to pass the milk, but instead I said..' You ugly cow, you've ruined my LIFE!'"

(Jeff has not been seen since Friday.)

Merry Holiday HOUSER's Party is next event, highlight of the year. The informal MEETING agenda for 2007 events will be approved or discussed. Officers to be elected. Gift exchange a hoot as "stealing" allowed with strict rules set forth ahead of time.

My platform?

1) I agree with Democrat Mayor Richard Daly's press aide who chastised the media..."You reporters should have reported what he MEANT, not what he SAID."

2) So, if I misspeak at the meeting, or give wrong advice or missed driving directions, see *ibid*.

3) In all bipartisan spirit of 2007, recall, Republican V.P Dan Quayle said "I stand by all my misstatements!"

Arrivederci,  
PHIL DEAN



**Thank you from John Ryman**

Thank you for all of your thoughts, prayers, and cards over the loss of my father. It is wonderful having an Afla family.

John and Sharon Ryman

*From Classics and Sports Car (England), September 1999*

## Partners in style

**So close in vital statistics, the Giulietta and MGA are two different takes on the roadster ideal, says Mark Hughes**

Here's a comparison to ruffle a few feathers. But the Alfa Romeo Giulietta Spider and MGA 1600 Roadster are natural alternatives, their contrasting characters capturing the sports car traditions of the countries that bred them.

Both cars are low and curvy with distinctive faces instantly recognisable grilles flanked by set-forward headlamps that lead back into swooping wing lines and subtle kick-ups over the rear wheels. Neither is over-ornamented (the MGA doesn't even have door handles), the body lines being left to speak for themselves. They share a combination of simplicity and purpose inside, with straightforward trim, painted dashboards and a complement of dials that's sufficient but not showy.

Their power outputs are separated by a whisker, the Alfa having the advantage at 80bhp against 79.5bhp. But, under the bonnets, some contrasts begin to emerge. You just have to look at the two four-cylinder engines to see the difference. The Alfa unit, resplendent in a natural aluminium finish for both block and head, is topped by twin overhead camshaft covers, a rare sight on an engine of this age. The MG's B-series engine, with cast-iron architecture painted a rich red, looks prosaic by comparison, its domed top concealing pushrod-operated valve rockers. The Alfa, on the other hand, makes do with a single Solex carburettor, whereas the MGA's cylinders are fed by a couple of SUs.

To compete on more or less level terms, the MGA claws back what it loses in sophistication by bigger engine capacity, displacing 1588cc compared with the Alfa's 1290cc. This puts these cars close together in acceleration terms, as demonstrated by period figures from *Road & Track* (Alfa) and *Autocar*

(MG) that give the British car a slight advantage towards higher speeds. The Alfa is narrowly beaten on the 0-60mph benchmark (14.8/14.2 secs) and standing quarter-mile (20.0/19.3 secs), but does better in first gear by posting a good margin for 0-30mph (3.8/4.6 secs). There's little in it on top speed, the Alfa winning by a short head at 103mph against 101mph.

These cars, which are also uncannily similar in weight at around 1950lb each, feel this closely matched as they power up the road. There's a distinct difference, however, in the way they move, the twin-cam having an eager nature that the pushrod unit can't equal. The Alfa engine is more silky, revs more willingly and emits a delightfully fruity exhaust note. It excels at the top end, where the advised 6300rpm limit feels far short of what the engine could tolerate; over 7000 rpm, indeed, is sometimes used, without harm, by this Giulietta's long-time owner, although the twin-cam isn't inflexible, it keeps telling you that it prefers to be stretched in every gear.

Flexibility is where the MGA gains. The rev counter's yellow sector begins at 5500rpm and is marked in red above 6000rpm, but growing coarseness before these limits are reached encourages you to change gear early and make use of the superior torque, which peaks at 57lb ft at 3800rpm against the Alfa's 79.5lb ft at 4000rpm. Enjoyment of the MGA's performance would be greater if the engine sounded more enthusiastic, but the cars more leisurely nature — an in-

### Dan Murphy's comments on this article.

I found this English article really interesting as in 1960 I made the decision to trade in my 1958 MGA for a 1957 Giulietta Spider. Part of the reason was that most of my friends had Alfas and the other was that, as my main transportation, the MG wasn't very usable. It had no trunk space, the top was a bear to erect in a hurry, like when it started to rain (there was a reason owners used tonneau covers) and even though it had a very good heater, the side-curtains leaked cold air like a sieve. It also was very hard riding on Iowa's bumpy roads of the time. The little Alfa was MUCH more suited to everyday driving with its huge trunk, windup windows and comfortable ride. The only drawback was that the heater took forever to warm up. I believe Ralph Coldewe has found a solution to this problem which involves installing an air vent in the heater hose.

I must say that the MG was a good car. Even though I raced the car and drove it in a lot of rallies, I never had any problems with it. Ran like a top, a great improvement from its predecessor, a 1952 MG-TD. That car broke down in major ways four times in the two years I owned it. I traded it in on the MGA with the rod bearings clanking.

Most of the author's comments in this seven-year old article still apply today. I do think that the value of the Alfas has increased relative to the MGA although the ability to practically build a new car from parts from people like Moss Motors has helped in their popularity with restorers. The parts situation for Giuliettas has improved dramatically since this article was written and the ability to more easily repair/restore the cars has increased their value.

Dan Murphy  
St Louis AROC

*continues on page 8*

*Partners in Style, continued from page 7*

clination to canter rather than gallop — is pleasing on those occasions when you don't want to drive at ten-tenths.

Both cars have lovely four-speed gearboxes with well-placed levers. At first acquaintance the MG's is the more sporting, the short lever allowing fast changes despite being stiff to operate. The Alfa's gearchange is longer and not quite so brisk, but easier movement makes it a little more instinctive to use. This edge in refinement for the Italian car is supplemented by first-gear synchromesh, which the MGA lacks. The Alfa also has a lighter and more progressive clutch action, in keeping with the effortless feel of all its controls.

The area where the Alfa really opens up clear water from the MGA is cornering behaviour, even though the British car has a justified reputation for handling excellence. In this comparison, the problem for the MG is that no-one at the time could touch the Italians for balanced dynamics—any Lancia Aurelia proves this if the Alfa Giulietta isn't evidence enough. Steering perfection is the first trump card you discover when you start to fling a Giulietta Spider. The generously sized wheel moves lightly through the fingers, yet feels so intimately connected to the road that it can't be faulted for directional accuracy, communication or self-centring, and there's no kickback over bumps. Best of all, the confidence endowed by this tactile steering — a worm and roller system — allows you to explore every nuance of the Alfa's handling balance.

This is a car you can really play with, taking liberties in the knowledge that messages from the road surface are passed through so clearly. The suspension (double wish-bones with anti-roll bar at the front, well-located live axle at the back) is supple without being soft, thanks to excellent damping and relatively compliant springing — Alfa used state-of-the-art telescopic shock absorbers and coil springs at both ends. Mild oversteer is the basic flavour, the seemingly limitless adhesion of the front wheels giving wonderful agility. You sense, too, that the car's low centre of gravity and relatively even front/rear weight distribution contribute to its poise. Outstanding brakes complete the picture. Here you might expect the MGA, with front discs, to outstrip the all-drum Spider, but this Alfa's expensively crafted, large-diameter, fumed aluminium drums — glimpsed through slots in the steel wheels — work even better. Light pedal pressure, progressive operation and remarkable fade resistance leave no question marks in your mind about braking ability, although this is usually the most stark way in which a 40-year-old car shows its age.

Such eulogy about this Alfa shouldn't tarnish the MGA. While this British favourite lags behind in all dynamic areas, particularly in the rack and pinion steering's wooden feel, it shouldn't be forgotten how well the MGA handles. True to octagon-badged tradition, this MG is forgiving and vice-free. Compared with the Alfa, the MGA's main suspension deficiencies — leaf springing for its back axle and primitive lever-arm dampers at all four corners — reveal design roots from a previous age, but this car nevertheless achieves notably good ride quality for a sports car.

Sadly, for British patriots, the MGA isn't quite a match for the Alfa in practicality. Its cabin is narrower and more awkward to get into. The soft-top, although better contrived than many, doesn't operate as conveniently as the A1fa. Boot space, thanks to the low tail and intrusive spare wheel, is far less generous. Detachable sidescreens are a nuisance compared with the Giulietta's winding windows. The driver's footwell is tighter, the pedals aren't as well-placed, and there's not enough room to rest your left foot. Trim materials, however, are superior on the British car, which provided leather seat facings and carpets as standard, the Alfa in original form being relatively austere in seating you on vinyl and making do with rubber mats on the floor.

The biggest difference is that an MGA, when new cost only two-thirds the price of a Giulietta Spider. The British car did well on value for money, as an identical 1956 test by the US journal *Sports Car Reports* pointed out, but perspectives change with time. These days MGAs and Giulietta Spiders in equivalent condition cost much the same, making them true classic rivals. Although the MGA, so well-served by specialists, is less challenging and cheaper to maintain, have you been tempted by the Giulietta Spider's promise of superior driving pleasure?

**AT A GLANCE****ALFA ROMEO GIULIETTA SPIDER**

Engine capacity 1290cc

Max power 80bhp at 6300rpm

Max speed 103mph

Restored value today £13,000

Lovely shape, sophisticated twin-cam power and fine handling make this the enthusiastic driver's choice. Scarcity adds appeal, but parts can be costly. If you don't mind some ownership hurdles, you'll be thrilled.

**MGA 1600 ROADSTER**

Engine capacity 1588cc

Max power 79.5bhp at 5600rpm

Max speed 101mph

Restored value today £14,000

The safe alternative, with plentiful parts supply and expertise — in the UK at least — a distinct advantage.

Little wrong with performance and road behaviour, but ultimately can't touch the Alfa for finesse at the wheel.

**MAIN RIVAL****TRIUMPH TR3A**

Engine capacity 1991cc

Max power 100bhp at 5000rpm

Max speed 102mph

Restored value today £13,000

Mechanically rugged and a spirited performer, but handling is nowhere near as assured — or modern in feel — as the Alfa's. As with the MGA, today's specialist network provides great support and peace of mind.



# Eureka Springs

Photos by Dave Torretta



Mike Houser watches from the balcony at the hotel.



Thorncrown Chapel in Eureka Springs.



Left: A familiar sight: Bob Christian and friend working on an Alfa.



Right: Sue Houser and Laura Toretta at the banquet.



Above:: Ed Pace, Barb Beckerdite, Glenn Beckerdite, and Carol Pace.



Right: John and Jolene Justus in "Matrix" costumes.

# Alfisti Cooks!

by Janet Hirsch

We're in that holiday season again. It began with Halloween and now Thanksgiving is fast approaching. It's the best time to be baking with apples and pumpkins.

This month we are featuring Chyree DeRoode's Streusel Bars. Chyree served these last year at a Lakeside Gardeners' meeting and they were a big hit.

## Chyree deRoode's Cinnamony Apple Streusel Bars

1-1/4 c graham cracker crumbs  
1-1/4 c flour  
3/4 c brown sugar, divided  
1/4 c granulated sugar  
1 t ground cinnamon  
3/4 c butter or margarine, melted  
2 c medium-size apples, peeled and chopped

Glaze:

1/2 c powdered sugar  
1 T milk

Preheat oven to 350 deg. Grease a 9 x 13-in baking pan. Combine graham cracker crumbs, flour, 1/2 c brown sugar, granulated sugar, cinnamon, and melted butter in large bowl until well blended; reserve 1 cup. Press remaining crumb mixture into bottom of prepared pan.

Bake 8 minutes. Remove from oven, set aside. Toss apples with remaining 1/4 c brown sugar in medium bowl until brown sugar is dissolved; arrange apples over crust. Sprinkle reserved 1 c crumb mixture over filling.

Bake 30 - 35 minutes. Remove from oven. Cool. Drizzle with glaze.

Next we have Pumpkin Bars contributed by frequent lake visitor Sue Houser. These pumpkin bars are so easy to make and are very, very good.

## Sue Houser's Yummy Pumpkin Bars

Bottom Layer:

1 29-oz can pumpkin  
1 12-oz can evap milk  
1 c sugar  
2 eggs  
1-1/2 t cinnamon  
1/2 t ginger  
1/2 t cloves  
1/2 t salt

Top layer:

1 18-oz yellow cake mix (w/pudding)  
1 c chopped walnuts  
1 c melted butter (2 sticks)

Line a 9 x 13 glass baking dish with wax paper. Spray with no-stick cooking spray. Combine pumpkin, milk, sugar, eggs, and spices. Pour mixture into glass dish.

Over the top of the mixture, evenly sprinkle the cake mix and nuts. Pour melted butter over entire top. Bake 60 min at 350 deg (or clean tooth pick).

When cool remove from pan and refrigerate at least one hour. Cut into individual bars.

Ah cookies. Who can resist a great cookie at holiday time. Our first cookie comes from Mary Leiweke. These are oatmeal raisin cookies that are very moist and chewy. Mary calls them "vanishing" because everyone gobbles them up so fast!

## Mary Leiweke's Vanishing Oatmeal Raisin Cookies

1 c margarine  
1 c brown sugar, packed  
1/2 c granulated sugar  
2 eggs  
1 t vanilla  
1-1/2 c flour  
1 t baking soda  
1 t cinnamon  
1/2 t salt  
3 c Quaker quick oats  
1 c raisins

Preheat oven to 350 deg. Beat margarine and sugars until creamy. Add eggs and vanilla, beat well. Add combined flour, baking soda, cinnamon and salt; mix well. Stir in oats and raisins; mix well.

Drop by tablespoon onto ungreased cookie sheet. Bake 10 to 12 minutes or until golden brown. Cool 1 minute on cookie sheet then move to wire rack. Makes about 4 dozen.

Our other cookie is from Gail Lippitt. We tasted these last year and what a treat! For us this was a totally new cookie, similar to, but not identical to the St Louis favorite gooey butter cake.

This is another easy-to-make recipe that is sure to please everyone.

## Gail Lippitt's Gooey Butter Cookies

1/2 c (1 stick) butter  
1/4 t vanilla  
1 egg  
1 (8-oz) package cream cheese  
1 box butter-recipe yellow cake mix  
powdered sugar, for dipping  
nonstick cooking spray

Beat butter, vanilla, egg, and cream cheese until light and fluffy. Mix in dry cake mix. Chill for 30 minutes.

Preheat oven to 350 deg. Lightly coat cookie sheet with cooking spray. Drop dough by spoonfuls in bowl of powdered sugar; roll into balls.

Bake for 12 minutes or until golden brown. Yield: 4 dozen cookies.



## 100 Acre in the Woods Pro Rally.

by Mike Houser, "The Map Guy"

Yes, it is on the schedule for 23-24 February 2007.

The event originally ran from the late 70s to the early 80s and was cancelled until 2002 when it resumed as a "regional" event. Beginning in 2005, the rally was upgraded to a "national" event and as such attracted the top teams from around the country to enter in order to earn point for the yearly championship.

So what is the big deal about 2007? First of all, Rally America has an agreement with ESPN2 to televise some (or all) of the 11 scheduled rallies. This came about because "Pro Rally" was one of the competitive events at the summer X-games last year in LA. Of course, Travis Pistrana was entered in both Moto Cross and the Pro Rally so the nationwide audience got a glimpse into what makes him tick.

Lastly, as usual, volunteers are welcome to come down to the woods and lend a hand. If that is too much of a burden you can always be a spectator. A ton of additional info can be found at Rally-America.com.



*LOCAL ST. LOUIS BOY DOES GOOD (Being a little crazy doesn't hurt!!!) At the Oct 2006 Lake Superior Pro Rally in Houghton, MI the team of Matt Johnson, driver (Apex, NC) and Kim DeMotte (St. Louis, MO) won the national championship for the PGT class in their 2003 Subaru WRX.*

*Getting airborne depends on speed (naturally) and the vertical angle at the approach. In this case, the guys were only doing 103 MPH which was slower than the first time over the hump when they broke the bolts holding the starter motor and decided they needed to back off the second time around!!!!!!*

*Bond Cars, continued from page 3*

ture highly in the movie. This is the last time that Desmond Llewelyn takes the Q role. The car gets cut in half late on in the film.

Die Another Day brought Aston Martin back to the Bond car role. The Aston Martin V12 Vanquish is used in the last of the Pierce Brosnan movies. This car along with its sister the Jaguar XKR are used for some of the big segments of the movie. There is a great car chase on ice. The Jaguar is the bad guy car and has as many toys as the Aston Martin. The Aston however can cloak itself, and uses this to save the girl.

That brings us gloriously into Casino Royale. The star car of this show is again the Aston Martin DBS. However this is the new DBS, and is one fine looking car. It's based on the Aston Martin DB9, but where that looks pretty, the DBS looks purposeful.

The DBS comes to an unfortunate end in the movie, but by then has already stolen the heart of the petrol heads amongst us.

The car does not feature as a moving object quite as much as it possibly should, and is not as gadget laden (maybe) as some of Bond's previous cars. It does hint at a gadget laden underbelly though. The car after all saves Bond's life (twice if you count the fact he does not die in the accident). Aston Martin have stated that the DBS will go on sale next year, and although it will not be quite the same as the Bond edition, it will certainly keep all the important parts of this stars character.

The DB5 also makes a welcome return in a guest appearance, if only briefly; the old dear is still looking and sounding great.

There is one unwelcome sight, though. The new Ford Mondeo shows its face at the start of the movie. It's not that it's a bad car, or even that bad looking. No it's just that it's not a Bond car!

We all look back at Bond stories from the past 54 years and know that all the Bond cars have got that, well, Bondness about them. The Mondeo, however, will not hold up to that — in 15 or 20 years time it will just be an old Mondeo no matter how many shiny bolt-ons they put on the car.

That said, it's not in the movie for very long, and if the producers had to pay Ford Motor Corp to use the DBR by using the Mondeo, then it was worth it.

To the movie then. I would say it's a cracking Bond film, and all the Daniel Craig naysayers (myself included) have been proven wrong. He is a good Bond!

The book is well honored, even if it's all been updated like Texas Hold 'em instead of Baccarat. The torture scenes have come across well from the book.

There are some great action scenes — the parkour scene at the beginning of the movie is well done, and very cleverly shot, and the part is played by Sebastien Foucan, who is widely considered to be the father of the sport.

The little niggle in the movie was that the Sony brand showed up far too often. I don't mind a bit of product placement, but the brand was everywhere in the movie. That said Ford did a good job as well — not only was the Mondeo and Aston featured, there was Jaguar and Land Rover as well.

All I can say is, go and watch it yourself, it's a good movie. Long live Bond, and hurry up with Bond 22!



Alfa Romeo 33 Stradale. First built in 1967, considered by many to be the most beautiful Alfa. Eighteen were built.



*! Saluti*  
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## Dec 2006 AROC St Louis

Dec 9 Alfa Christmas Party

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