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2005 Calendar

| | | | |
|-------------|----|-------|--|
| Sep | 24 | (Sat) | Hermann Tour (Chuck & Sally Workman and Dale & Juanita Dodd) |
| Oct | 9 | (Sun) | Columbus Day Parade (Norma U.) |
| Oct | 16 | (Sun) | Fall Tour and Ferry Ride to Grafton (Phil Dean) |
| Oct 28 - 30 | | | Eureka Springs AR (Kansas City AROC) |
| Nov | 5 | (Sat) | Planning Meeting (Ralph and Jane C.) |
| Dec | 10 | (Sat) | Christmas Party (Mike and Sue H.) |

More Court Whitlock Cars

See Note Bene, page 1



Lambo Muira SV ca. 1972. Duetto in background.



Ferrari Dino (Phil's favorite)



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Pebble Beach Concours d'Elegance celebrates 95 years of Alfa + Romeo

by Phyllis Tilden

From oldest to newest to your-pick coolest



Sole surviving 1910 24hp ALFA (not yet Romeo) Torpedo last flew from Italy to Pebble Beach in 1985 and wound up towing a Tipo 159 Alfetta back to its transporter when it ran out of fuel.



The first time ever seen in public, the open-top variant of the 8C Competizione, claimed its share of ooos and ahhs as part of the concept car circle. They didn't exactly let us flip up the hood; but ,allegedly, the same 4.2L V8 of the couple version lurks under there. Will she or won't she be produced? For us? Ah...

There's something really wrong about a jumbo-tron at the Concours d'Elegance. But I guess if you haven't been there when the 18th green was a hug at first sight, a bow and flourish attempt to prep you for the initial jaw-dropping glimpse of wave after wave of gorgeous machinery coming at you from the fairway, then maybe it wouldn't seem so, well, unbecoming.

August '05, you bump your way past the concept cars and plow a furrow onto the fairway, where you're greeted by a sea of hats and heads and bald spots and faith decrees there be cars there. Somewhere. (Glad we got there *early*.) Bruce had never been before. Between us, we were shock and awe (and I hadn't spotted the jumbo-tron yet). On the other side of that opening salvo of humanity, though, was one of the largest, most complete and historically



One of my-pick coolest, the 1955 Giulietta Prototype Bertone Spider, a heavy metal sales package / want-your-business demo that never, of course, went into production.

significant displays of Alfas ever gathered in a single place. The first Alfa (before Romeo), the first Alfa Romeo, sports cars, road cars, design prototypes, the new 8C spider ... my shock quickly gave way to Bruce's awe. And we even spent the end of the day watching the awards ceremony on the jumbo-tron, away from the crowd but right in the flight path of cars that placed but didn't win their categories. We decided if we were going to get run over by a car, it may as well be a 1968 Tipo 33 Stradale Coupe or a 1932 Alfa Romeo 6C 1750 GS Brianza Spider.

In my book, there's such a thing as being "too restored," and there's plenty of that in both four-wheeled and two-legged categories at PB. But it's kind of nice for a moment in time to let it go. Let it be. And soak it in.

Kinda like Dorothy and Toto and the entourage first time through the gate at the Emerald City. Sing along, now: "You're never too anything in the merry old land of Oz."

See related article on page 6.



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from <http://www.edmunds.com/insideline>, 9-14-2005

Maserati Plans Smaller, Less Expensive Model

FRANKFURT, Germany — Maserati's top executive said he intends to expand the company's product portfolio with a smaller model that will sell for \$12,000 to \$18,000 less than the current range.

Italian auto giant Fiat owns Maserati and earlier this year paired it with Alfa Romeo. Former BMW executive Karl-Heinz Kalbfell runs the Maserati-Alfa operation.

"We are going a little bit into a smaller segment to sell more cars lower down, but they will still be very high class," Kalbfell told Reuters at the international auto show here.

Other premium European manufacturers have pursued a similar strategy, mostly with checkered results. While BMW's foray downmarket with the Mini brand — an effort spearheaded by Kalbfell — has been largely successful, brands such as Jaguar have suffered as they have attempted to introduce smaller, cheaper vehicles in an effort to expand sales and reach a broader audience.

What this means to you: Can't afford \$100,000-plus for a new Quattroporte? Look for a smaller, cheaper Maserati in the next few years that you still can't afford.



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(1/2 mile south of I-270)

Columbus Day continued from page 1

blocks to the Bank Lot (it's more impressive if we drive as a group there and we wowed them last year. Even the Ferrari people were impressed; take that PDean!!).

The Parade officially begins at 12:00 noon from the Bank Lot. Traditionally, candy is thrown from the cars to all the children lining the streets, but that is an option, you need not do that.

Our final destination is Berra Park on Macklind and Shaw Avenues (arrival time approx. 1:30 PM). A special parking space is given to us on the field. There are booths with Italian specialties, cookies, and gelato (mmmm!). We had a great time last year, driving, eating and drinking, and quite a number of people came up to us and showed a great deal of interest in our Alfas. Of course, anyone who does not want to stay after the Parade doesn't have to.

Contact me if you'd like to be in the Parade. You can email me at gradspi@earthlink.net. Those who cannot email may call 314-638-9729, by the way, this is Norma!! Glad I remembered to say that!! I'm also going to Hermann on 9/24 so you can let me know then if you wish.

Ciao Tutti!!



Fall Ferry Extravaganza continued from page 1

PLAN A : We go to Grafton IL Loading -dock restaurant (seen from the ferry ride) with many shops and Antique stores (quilt stores too?) all OPEN on SUNDAY! Fresh fish at bar-restaurant as well as burgers, etc.

Bike paths paved near Wide, windy, MISS. River...maybe Lains' bring their new mountain bikes?

PLAN B: (If bar-dock restaurant is too crowded), we carefully drive up a steep (15 degrees?), long gravel hilled road with many pot holes to "ARIES Winery" on top of hill..live music most likely..Grafton, IL again.

PLAN C: U are lost/ disabled / depressed / drowning? Call Dr DEAN's cell phone 636 795 5015..leave MANY SHORT messages as I have Volpe exhaust with top down, remember?

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- **Pirelli Tires**, Two (2) Brand-new (never mounted) Pirelli P6000 (Sport Veloce) Tires - P195/60H/15. Will fit Spiders with 15" wheels. Will sell for cost (including shipping) - \$65 ea. (\$130 both). halfleming@charter.net
New Listing!

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

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



Alfas at Pebble Beach — 2005

by Phyllis Tilden, KC AROC

Historical display (provided by Alfa Romeo Museum, Arese, Italy; Cars International Limited, London, UK; Elliot Goldstein, Smithtown, NY)

1924 Alfa Romeo Tipo P2 Grand Prix
 1954 Alfa Romeo 2000 Sportiva Bertone Coupe
 1952 Alfa Romeo 2000 Disco Volante Touring Coupe
 1910 A.L.F.A. 24 hp Torpedo
 1952 Alfa Romeo C52 Disco Volante Touring Spyder
 1938 Alfa Romeo 8C 2900B Touring LeMans Berlinetta
 1951 Alfa Romeo Tipo 159 Alfetta
 Cars International Limited, London, United Kingdom ..
 1953 Alfa Romeo B.A.T. 5 Bertone
 1954 Alfa Romeo B.A.T. 7 Bertone
 1955 Alfa Romeo B.A.T. 9 Bertone
 Elliot Goldstein, Smithtown, New York .
 1924 Alfa Romeo RLSS Zagato Torpedo Quattro Posti Grand Prix

Alfa Romeo Prewar Race Cars

1937 Alfa Romeo Tipo 12C Monoposto
 1938 Alfa Romeo Tipo 308 Grand Prix
 1938 Alfa Romeo 8C 2900 MM Touring Spyder
 1932 Alfa Romeo 8C 2300 Zagato Monza
 1936 Alfa Romeo 8C 2900 A Botticella Spyder Corsa
 1939 Alfa Romeo Tipo 158 Alfetta
 1932 Alfa Romeo Tipo B P3 Biposti

Alfa Romeo 6 Cylinder to 1933

1930 Alfa Romeo 6C 1500 Testa Fissa Zagato Spyder
 1932 Alfa Romeo 6C 1750 Zagato Spyder
 1921 Alfa Romeo G 1 Sports
 1931 Alfa Romeo 6C 1750 GS Touring Flying Star Spyder
 1932 Alfa Romeo 6C 1750 GS Brianza Spyder

Alfa Romeo 8 Cylinder 2300

1932 Alfa Romeo 8C 2300 Touring Spyder
 81932 Alfa Romeo 8C 2300 Pinin Farina Cabriolet
 1933 Alfa Romeo 8C 2300 Touring Spyder (Judged in Class L)
 1931 Alfa Romeo 8C 2300 Corto Zagato Spyder
 1934 Alfa Romeo 8C 2300 Pinin Farina Spyder Cabriolet
 1932 Alfa Romeo 8C 2300 Corto Corsa Touring Spyder

1934 Alfa Romeo 8C 2300 Figoni Cabriolet
 1934 Alfa Romeo 8C 2300 Brianza Torpedo
 1933 Alfa Romeo 8C 2300 Castagna Spyder
 1932 Alfa Romeo 8C 2300 Zagato Spyder
 1934 Alfa Romeo 8C 2300 Touring Spyder

Alfa Romeo 8C 2900

1937 Alfa Romeo 8C 2900B Pinin Farina Cabriolet
 1938 Alfa Romeo 8C 2900B Touring Spyder
 1938 Alfa Romeo 8C 2900B Touring Berlinetta
 1938 Alfa Romeo 8C 2900B Touring Spyder
 1941 Alfa Romeo 8C 2900B Spyder
 1937 Alfa Romeo 8C 2900B Touring Spyder
 1938 Alfa Romeo 8C 2900B Touring Spyder

Alfa Romeo 6C 2300 and 6C 2500

1948 Alfa Romeo 6C 2500 Touring Coupe
 1947 Alfa Romeo 6C 2500 Pinin Farina Cabriolet
 1935 Alfa Romeo 6C 2300 S Touring Pescara Spyder
 1947 Alfa Romeo 6C 2500 Stabilimenti Farina Cabriolet
 1945 Alfa Romeo 6C 2500 SS Touring Coupe
 1949 Alfa Romeo 6C 2500 SS Touring Villa d'Este

Alfa Romeo Postwar

1968 Alfa Romeo Tipo 33 Stradale Coupe
 1962 Alfa Romeo SZ Coda Tronca Zagato Coupe
 1966 Alfa Romeo 2600 Sprint Zagato Coupe
 1955 Alfa Romeo Giulietta Prototype Bertone Spyder
 1960 Alfa Romeo Giulietta Sprint Zagato Coupe

Alfa Romeo Postwar Sports Racing

1964 Alfa Romeo GTZ Zagato Coupe
 1953 Alfa Romeo Bucci Special
 1968 Alfa Romeo Tipo 33/2 Auto Delta Spyder
 1960 Alfa Romeo SZ Zagato Coupe
 1967 Alfa Romeo Tipo 33/2 Spyder
 1947 Alfa Romeo 6C 2500 Competizione Berlinetta
 1970 Alfa Romeo Tipo 33/4 Tasman Coupe
 1953 Alfa Romeo 6C 3000 CM Zagato Spyder
 1956 Alfa Romeo Sprint Veloce Light Weight Bertone Coupe



The first Alfa, first Alfa Romeo and the wonderfully weird and amazing Bertone-bodied B.A.T.s (Berlinina Aerodinamica Technica) were among the 60 some Alfas strutting their stuff at the 55th running - sitting? - of the Concours d'Elegance at Pebble Beach. Several of the racers circuted Laguna Seca in anger the day before.

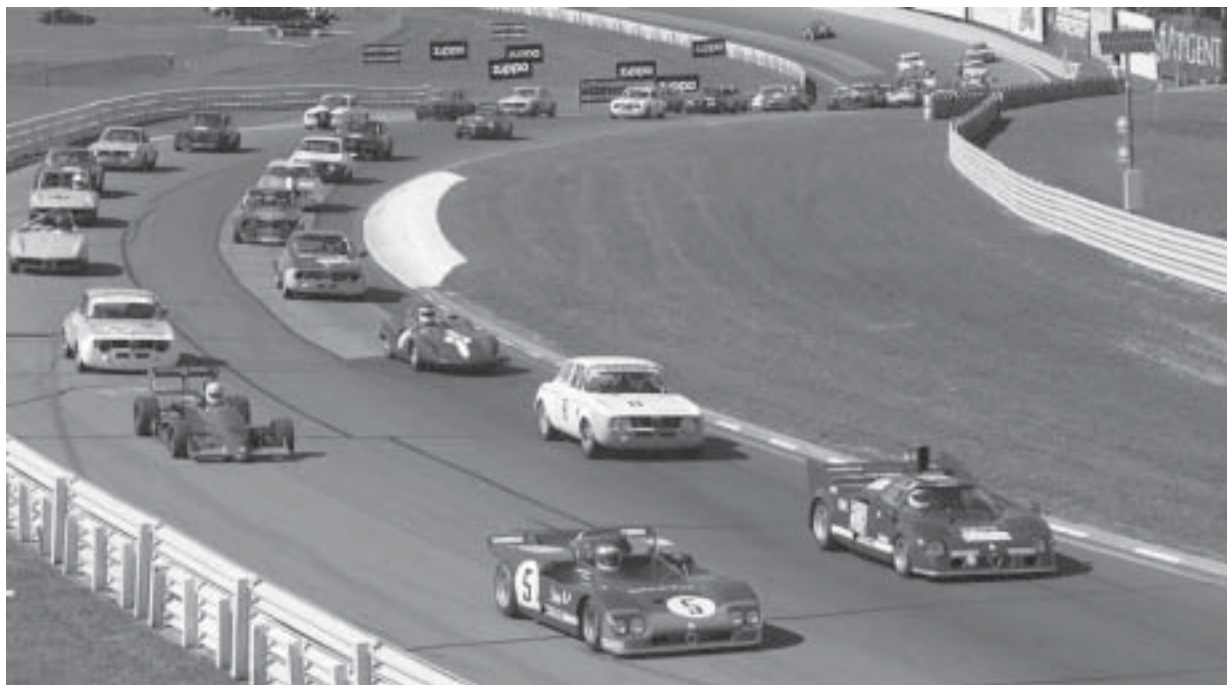


from www.stargazettenews.com, 9-10-2005

Legendary Italian cars grace Watkins Glen event

Alfa Romeos and Bugattis among 500 entries this weekend.

By Ron Levanduski



WATKINS GLEN - Bugatti and Alfa Romeo, the two legendary Italian marques whose legacies were established more than 80 years ago, are well-represented at this year's US Vintage Grand Prix. Nearly 500 vintage and historic cars took part in qualifying on Watkins Glen International's 3.4-mile layout Friday. The largest event of its kind in North America continues today at the racetrack with qualifying races and an antique car show.

Vic Elford, a former endurance race winner and

European Rally champion, is the event's special guest. He'll sign autographs from 10 to 11 a.m. and 2:30 to 3:30 p.m. today at the track's Pyramid Souvenir Center.

More than 70 Alfa Romeos are gathered here for a reunion of the marque, including several of its famed 1930s Grand Prix cars and modern-day 1970s world endurance sports cars. Perhaps more impressive, though, are the five examples of pre-World War II Bugattis that are here.



About the U.S. Vintage Grand Prix

The vintage GP is North America's largest vintage motorsports event. Nearly 500 of some of the most significant race cars spanning six decades will compete head-to-head in the SportsCar Vintage Racing Association sanctioned event.

Grand Prix cars from the 1920s to 1980s; endurance sports cars from the 1960s and 1970s; Can-Am, Trans-Am and IMSA GT production cars, and even NASCAR stock cars. Marques like Porsche, Ferrari, Bugatti, and Alfa Romeo will be on hand.

Famed Italian car builder Alfa Romeo is this year's featured marque. The Milan-based carmaker was originally called ALFA, an acronym meaning Anonima Lombarda Fabbrica Automobili. Nicola Romeo, a mathematics professor, bought ALFA in 1915, and appended his surname to the company name.

More than 70 examples of these remarkable and beautiful cars, spanning five decades of production, will compete. Cars from the oldest 1930s Grand Prix cars to Alfa GTV6 racers of the mid 1980s will participate. There will be

an all Alfa Romeo race on Sunday as well as a pre-war class that will highlight the great Alfa 6C and 8C racers of the 1920s and 30s.

An Alfa Romeo captured the pole at the last Grand Prix held at the Glen in 1980. Its speed was the fastest official lap around the 3.377-mile Grand Prix layout. Its record still stands even with the current 3.4-mile track layout. That, however, is expected to be broken during the inaugural Indy Racing League event at the Glen on Sept. 23-25.

Featured guest is seventy-year-old English driver Vic Elford is the featured guest. He was one of the world's most versatile drivers, having competed in Rallies, Formula One, Endurance sports-car racing, Trans-Am, Can-Am and even stock car racing.

He is the only driver to have won the Monte Carlo Rally and finish the Monaco Grand Prix. He's also won both the 24 hours of Daytona and the 12 hours of Sebring. He drove a Jim Hall Chaparral team Trans-Am car to a memorable victory in the rain at Watkins Glen in 1970.



Note Bene continued from page 1

engine) which he still has in concours shape. (I told him to call me first if he sells it). An "Imported Cars" reference I have says these cost \$3784 new and weighed 1830 lbs. with a top speed of 99 mph. Economical 30mpg and zero to sixty in about 10 secs, 65 hp and 8:1 compression ratio. Two barrel carbs, solid valve lifters. Length: 152 inches, width: 62 inches. Described as "strikingly flamboyant" by past authors, I agree 100%. Only 17,096 Spiders were made.



Other Alfas Dr Whitlock has include:

One regular road Duetto, red, with oversized tires.

One Alfa Giulia SS (like Goldewe's) red with gold wheels.

One Giulietta GP race car, which he won vintage races with in '95, '96, '97, '99 and 2000. He and Mr Moore, his mechanic (looked like he was in his late 30s) normally drives a 24' trailer which carries 2 large cars and one small car. He takes the trailer to Atlanta, Topeka, Detroit, wherever! He also has an Alfa GS Quattroroute A factory remake of a classic car. One of only 92 made, his is red, with a FLAT left front tire



(the only visible mech malady). This was a Zagato designed remake of a big wire-wheeled two seater based on a Guilietta chassis of 1965 vintage. Pat Braden (R.I.P) of AROC yrs ago lamented the day he sold his.

His racing red Duetto which he burned up is all re-stored, ready to race with roll bars, etc. Some of his Alfas have aluminum bodies, this may be one.

I forgot. Next time we need a stenographer or tape recorder for posterity.

His Pebble Beach win, maybe not the only one, was with a RED Siata 200CS. First owned by John Peron, owner of the NYC night club "El Morroco" in 1952. In 1957 a 392 Cu in Chrysler hemi engine was in it, with Borg-Warner tranny replacing the Siata truck tranny. It made about 300 hp in a less than 2000 lb car. This car was invited by Mr Bertone to participate in the 80th Bertone invitational in Geneva, Switzerland. Whew!

Dr Whitlock's garage bathroom has a small water-jet tub and all four walls and the ceiling are plastered with awards..three of which are from "Alfa Heaven 1992". [In 1992 the National AROC convention "Alfa Azione" was held in St Louis. Alfa Heaven was the concours sponsor — RHH.] He also has an award from AROC based upon 25 yrs of continuous AROC membership from 1965 to 1990. All these awards in the garage bathroom. [So Phil, what's in the bathroom in your garage? — RHH]

The Pebble Beach Award is in the "living room" above the garage, above the spiral staircase to the heavily alarmed building with motion detectors, so many bolt locks on garage door, I lost count..My Mother lost her balance getting up out of one of three Recaro-based chairs, touched the wooden desk, and an alarm went off!

One framed photo in the garage was the last one of Juan Manuel Fangio racing in 1958. He personally signed the photo (not speaking English), for Dr Whitlock as he was dying of renal failure. He signed and dated all the pages/ photos that day with the dates reversed, he signed "1949" in year 1994. He died a few weeks later.

A 1926 Bugatti Type 23 Brescia Sport two-seater version was there in blue. Four valves per cylinder engined, overhead cam. This type won about 1800 races in the late 1920s and early 1930s. This car is near his garage bathroom.

He has the FIRST EVER IN THE WORLD Racing (White) Abarth (see photo) was two seater with Aluminum fairing over passenger area, has 1100 cc engine. He raced it in 1991 and won, FIAT engine tuned by Abarth. He also had a used Abarth engine head as a base for a glass coffee table.

Cisitalia 202 Coupe (made between 1947 and 1952) is in the history books as a world class car, Volpe says it is in the Museum of Modern Art in NYC as one of the 10 most beautiful Cars ever built. Dr Whitlock has a red one, raced at Meadowbrook. My reference (Imported Cars) said "Only a few cars can serve as models of simplicity and tastefulness". Port holes in fenders "marked by curves and indentations" "for the sports car enthusiast who demands the finest" read the 1949 ad from Festus Motors in NYC. Cost \$6000 to \$7000 in the 1950s. Weight: 1750 lbs. Fiat based engine was 1089 cc made 60 hp, one or two Webers with 12 volt electricals. Aluminum bodied, 100 mph top speed, 22 mpg. Made in Turin, Italy. Length: 147", width: 55.6".

Stutz Bearcat (circa 1920s/30s) with two in. wooden steering wheel, can "only be steered by those in shape, I'm not in shape", says Dr Whitlock. No references, big eight-banger engine with huge wire wheels, goes over 100mph,

was boat-tail variant, big radiator emblem with running boards.

Only Mercedes was a one-off variant, Italian modelled, pontoon fendered, aluminum-bodied with 300SL Gullwing MBZ engine by Mr. Kirchner (a friend of Dr Whitlock) with wood-made busts and his personal race mechanic suit on a manequin by the red 1952 racer. To me, kinda looks like "1950s version of Ferrari Mondial" (the original four-banger Mondial).

Lambo Countach, with vertical doors says makes the "kids and retards scream in delight". He hardly drives it as "you can't see outa the back of those things". Red colored again.

The outside driveway had a Yellow Lambo Muira SV



transverse 12 cylinder is a "delight to drive", "As you can see real well out the front and the back". Excellent handling, 385 hp at 7850 revs. Normal doors. Headlamps point towards the sky in "retracted" mode. The last regular Miura was built in late 1972, but a "left over parts car was made in 1975". So, about 762 units were made, but SV volume was only 120.

So, it's a Ferrari event, any of them there? Countless, maybe 20 or so. Also, spare engines ready to go. Only one in the WORLD Dino racer which raced at LeMans in 1972, rollbars and red next to it. A regular red Dino street version for comparison. Tuned six-banger, quad cammed was about 285 hp out of 2.46 liters. Raced in Atlanta and Mid-Ohio by Dr Whitlock. Jean Paul Montupet, of Ladue (off of Hanley) Historical mansion and a St Louis Ferrari club member said, "It's in all the history books, I don't have a model of THAT one!" Also a mink-colored DINO out on the driveway, my favorite Ferrari there.

Second most rare RED Ferrari was #2 of 3 made in the world..a "Ferrari GTU with engine by Huffaker", Racing roadster with standard 308 engine tuned with fuel injection, weighs only 2,060 lbs and Ferrari GTO-like shape with Kevlar body.

His 250 Elena bodied Ferrari Berlinetta (big coupe with round headlamps) was run 1000 miles by himself and a friend in CHINA in 1998. They has sag wagon for spares on deserted roads, passed by villagers who had "NEVER SEEN ANY CAR BEFORE". No major mechanical breakdowns by Dr Whitlock. I guess he did fly to China, at least. Books say it is V-12 and 280 hp at 7000 rpm in 1960. Three webers, 4 speed tranny, disc brakes, knockoff Borrani wire wheels, zero

to 100 mph in 23 secs. Top speed 156 mph, double wishbone front suspension with leaf springs rear suspension.

He did sell or trade some cars he has owned. Traded a Ferrari 250 GT Lusso (1963) for a Maserati 150S...all the club memebtrs agreed he got a "good deal on that one". I dunno this car, but a framed photo came with car, some kind of tax credit came with deal (?) which essentially gave him extra money..I dunno, I'm no CPA, I just drive old Alfas!

"Road and Track" Sept 1952 has his exact car on cover, a Ferrari 212 E Barchetta ("E" stands for "export")..red of course.

White Ferrari boxer, transverse 12 big two seater coupe, mid-engined classic from the get go...was in the outside driveway.

Well, I at least have TWICE as many Mercedes as Dr Whitlock has..mine are 1999 and a 2003.

If you need advice on elite type of burglar alarm sytems, call Dr Whitlock or his kind and gracious wife. Hopefully, he will have another "Open House" next year. Join (St Louis) Ferrari Club of America (FCA) for only \$135 a yr with monthly B and W newsletters, quarterly magazines with mucho photos and articles (NOT "Cavallino" mag) and good fellowship with "every other month " events in St Louis area.

Ferrari club will also attend the Columbus Day parade on "the Hill" on Sunday Oct 9, 11:15 AM start at SW Bank Parking lot. Then, 1:30 PM FOOD at Scout Pavilion in Kirkwood park, with pot luck supper with F car members may be a first mtg?

Be open minded..Rodney King quote "Can't we just all..uh get along?" (i.e., Italian Car Club members.) Don't be



like a certain (orphaned make) Brit Car Club in St Louis, which reminds me, like the Rev Jesse Jackson said, "My constituency is the desperate, the damned, the disinherited, the direspected and the despised".

See ya at the St Peters, MO start (exit 222 off I70) ferry fall ride to ILLINOIS on SUNDAY Oct 16th..AND .bring about \$15 for fares for ferry rides or you "Sling hash in IL 'til you make money" to DRIVE BACK!

Ciao, Dr PHIL



Alfisti Cooks!

by Sue Houser

Walt and Marian out did themselves with the wonderful picnic at their home! The Colonel ordered the fabulous weather and of course Mother Nature was not going to go against his orders. Walt grilled bratwursts for us and with the plethora of tasty side dishes, we stuffed ourselves silly. There was a large turnout of *Alfisti* there, I don't think anyone wants to miss the camaraderie and delicious food that is a hallmark of this event.

Many of the dishes brought reflected the variety of fresh summer vegetables available. Jane Rauth brought a fantastic Summer Squash Casserole that a lot of people mistook for a potato dish. I don't care what was in it, it was delicious!

Now that it is September, I've been looking over my herb garden and have discovered to my delight that my Basil plants are HUGE! That of course brings to mind the most common use for Basil (for *Alfisti*, that is), Pesto. So with the help and vast knowledge of Walt, I'm also including in this month's column a variety of Pesto recipes made by some of our members.

Jane Rauth's Summer Squash Casserole

6 cups sliced squash
 ¼ cup chopped onion
 1 can condensed cream of chicken soup
 ½ cup butter or margarine, melted
 1 cup dairy sour cream
 1 cup shredded carrots
 1-8 ounce package herb seasoned stuffing

Cook squash and onion in boiling salted water for 5 minutes or until tender. Drain well. Combine cream of chicken soup and sour cream. Stir in shredded carrots. Fold into drained squash/onion mixture. Combine stuffing mix and butter. Spread half the stuffing mixture in the bottom of a 12 x 7 x 2 baking dish. Spoon squash mix on top and then sprinkle the remaining stuffing over the top. Bake at 350 for 25 to 30 minutes or until heated through and bubbly.

From Walt Hatcher's infinite knowledge:

Pesto for the Alfisti: an uncooked sauce originated in Genoa, Italy, consisting of Basil, Garlic, Grated Cheese, Pine nuts and Olive Oil, mixed to a thick paste in a mortar with a pestle. (Pesto means "pounded" in Italian) Serve pesto over most any pasta, with gnocchi, stirred into minestrone, spread on crustini, boiled potatoes or sliced tomatoes.

Note Bene: The younger (about 3 inches high) and fresher the basil, the "authentic" the taste. If you don't have pine nuts, use an equal amount of walnuts, blanched to remove the skins, then chopped and pounded (processed). Pesto can be stored in the refrigerator: cover with olive oil to preclude it darkening.

Buon Appetito,
 Walt Hatcher

Walt Hatcher's Pesto

Enough fresh Basil, washed, dried, stems removed and chopped to yield 2 ½ cups
 3 teaspoons peeled and finely chopped garlic
 ¼ cup chopped pine nuts
 4 tablespoons freshly grated cheese (Pecorino or Parmigiano)
 10 tablespoons olive oil
 salt

Pound the solid ingredients in a large mortar, in the order listed. Add olive oil and mix well. If you are using a food processor, mix in the cheese and oil by hand after blending the other ingredients for a better texture. Salt to taste after mixing the sauce, as the cheese may provide salt enough.

Janet Hirsch's Pesto

Fresh Basil
 Garlic
 Walnuts
 Olive oil

Blend all in a food processor until it is a smooth paste. To serve with bowtie pasta and grilled chicken, use one tablespoon pesto with 1 teaspoon of Parmesan cheese add. Toss pesto and pasta together until coated and top with grilled chicken.

Debbie Davis' Pesto

2 cups fresh Basil (washed and patted dry)
 4 good size garlic cloves (peeled and chopped)
 1 cup shelled walnuts
 1 cup olive oil (at least virgin)
 1 cup freshly grated Parmesan Cheese (Debbie uses Bella brand)
 ¼ cup grated Romano Cheese
 Salt and pepper to taste

Combine basil, walnuts and garlic in the bowl of a food processor. Chop until fine. Leave motor running and slowly add olive oil in a steady stream. Turn off motor and add cheeses. Pulse briefly to combine. Liberally add freshly ground pepper to mixture and possibly some salt if you feel it needs it. Process briefly to combine. Scrape out bowl and refrigerate until used. Makes 2 cups or enough for 2 pounds of pasta.

Debbie Davis' Red Bell Pepper Pesto

6 cups red bell peppers, coarsely chopped
 1 cup olive oil
 1 cup walnuts
 6 cloves garlic
 1 teaspoon salt
 1 cup Parmesan cheese, grated

Combine first five ingredients in a food processor until desired consistency is achieved. It is best if you pour oil in a stream while processor is running, rather than adding up front. Fold in Parmesan cheese. Serve with fresh vegetables or crackers.

John Ryman's Genoese Pesto

¼ cup pine nuts
 ¼ cup walnuts
 1 clove garlic
 2 cups loosely packed basil leaves
 ½ cup extra virgin olive oil
 ½ cup grated Parmesan cheese
 Salt to taste

Toss everything but the olive oil into the food processor and process until very well chopped. While processor is running, slowly add the olive oil. Use with pasta.

Thank you for wading through this lengthy column. I hope you've learned a few things and hopefully will try some of the variations of Pesto. My thanks to Jane for sharing her Squash recipes and Walt, Janet, Debbie, and John for their spur of the moment response to my Pesto requests.

Woofs and Meow,
 Sue



October 28-30, 2005

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

Eureka Retro - We're half-way there.

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

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

Where: Eureka Springs, AR and environs

Schedule (more or less)

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

Friday

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

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

Saturday

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

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

Sunday

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

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

Eureka Retro - Registration 2005

Name.....

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

Address.....

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

Phone.....

Total amount enclosed.....\$ _____

Email

Car description(s)

Make check payable to : Strada Fantasma

.....

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

Approximate arrival time.....

Events you plan to participate in

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

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

Make your reservations for Eureka Springs -- rooms are going fast! Photo by Mike Lains.



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

Sept 2005 AROC St Louis

Sep 24 Tour to Hermann MO

| SUN | MON | TUE | WED | THU | FRI | SAT |
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