



i Saluti

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from the WSJ, 9-15-88

**Phillips Screws:
Fasteners from Hell?**

There's no question that the screw with the recessed cross is one of the world's least loved inventions. The reason is the screw driver's maddening tendency to slip out of the screw head, ruining the screw or the driver, instead of turning it. Another disadvantage is that Phillips screws come in a variety of sizes and if the driver doesn't fit just right, it probably won't work. Also, Japanese and American Phillips screws are slightly different from each other in the depths of their crosses, compounding the difficulty.

The screw was invented in the early 30's by Henry F. Phillips, a Portland, Oregon businessman. He knew that car makers needed a screw that could be driven with more torque and that would hold tighter than slotted screws. Car makers also needed a screw that would center quickly and easily, and could be used efficiently on an assembly line. The Phillips screw was designed so that it could be driven

continues on page 10

Next Event . . .

Easter Car Show

**11 am - 4:30 pm, Sunday March 27
Muny Upper Parking Lot, Forest Park
To Show Car Contact Rich Hirsch by Mar 16**

Again this year the club will participate in the annual Easter Car Show in Forest Park to promote the club and just have a good time. This extremely popular show has been held every year since 1961 and most of you have probably attended it. **More info on page 7.**

Coming in April . . .

**Alfa Swap Meet/Model Car Display
3 pm, Saturday April 2**

Steve and Sherri Coldewe's, Imperial MO

RSVP (636) 464-4019, alfa57@sbcglobal.net

What do you need for your car . . . and what do you have that someone else needs . . . grill piece, a special tool, wheels, books, manuals, magazines, literature, thermostatic actuator, headlight cover? Well, this is your opportunity to sell your spares and pick up some goodies for your special car. So come to the flea market and be prepared to buy, sell, or swap car parts, tools, literature, and other goodies. **More info on page 7.**

And the event we're all waiting for . . .

Spring Fling

Apr 29 - May 1 Washington MO

Spring Fling is our 15th annual mini-convention featuring autocross, rally, concours, art exhibition, swap meet, banquet, and awards luncheon. It will be Apr 29 - May 1 in Washington in beautiful Missouri River country. The registration form is on page 11 and more info on page 7.

This year's art exhibition theme is "In Motion."

Remember to make your hotel reservations by April 14 and send your registration to Norma by April 22.

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

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2005 Calendar

- Mar 27 (Sunday) Easter Car Show (info on p. 7)
Apr 2 (Saturday) Swap Meet (Steve and Sherri Coldewe)
(info on p. 7)
Apr 23 - 24 Chicago AROC Spring Speed, Autobahn
Country Club, Joliet IL
Apr 29 - May 1 Spring Fling, Washington MO (info on p. 7)
Jun 5 (Sunday) European Car Show (Rich Hirsch)
Jun 24 - 26 FIAT Freak Out, Lake of the Ozarks

Note: Quincy trip postponed to 2006!

- Jul 23 (Saturday) Day at the Lake (Rich and Janet Hirsch)
Aug/Sep Hatcher's Picnic/Jon & Nancy's Soiree
Sep 17 (Saturday) Greentree Festival Car Show (Harden Ervin)
Sep 24 (Saturday) Hermann Tour (Chuck and Sally Workman)
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.)

2005 Quincy IL Trip

Due to the enthusiasm for the FIAT Freak Out, the Quincy trip is being postponed to 2006. If you made hotel reservations you should cancel them as soon as possible.

-- John Ryman
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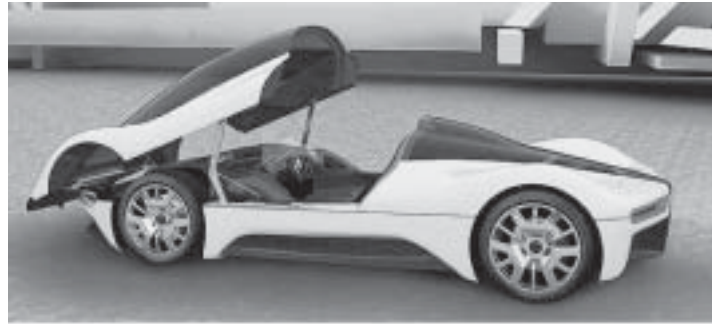
Italian Style for the Many and the Few

From grand tourers to popular hatchbacks, the house of Pininfarina has created many beautiful designs. A celebration by Giles Chapman

There's no such car as a "Pininfarina". Well, not just yet, anyway. But you will have heard of Pininfarina, even if you're not quite sure how. That's because it's Italy's towering giant of car design, and its influence on how cars look today is woven into the fabric of motoring.

This year, Pininfarina celebrates its 75th anniversary as a coachbuilder and styling bureau. It's just unveiled a stunning Maserati-based concept car, the "Birdcage", at the Geneva motor show to celebrate, although Pininfarina may also put its Enjoy sports car, revealed two years ago, on sale in the real world. Based on a Lotus Elise structure and with an interior conceived with fashion house Louis Vuitton, it would be the first car to establish Pininfarina as a marque in its own right. (Albeit, in a small way: just 75 would be handbuilt).

The fortunes of Italy's premier carrozzeria originally sprang from a radiator grille. The nascent Italian motor



Maserati-based concept car, the "Birdcage."

work of his 18-year-old brother, Battista, usually known by his family nickname, Pinin, meaning "kid" or "baby of the family," who had just joined Giovanni Farina as a factory boy. This one Agnelli liked best, and it led to a contract for the Zero's entire bodywork. It was the absolute making of Stabilimenti Farina.

It was also the making of Pinin Farina. He quickly became head of the company's design office. There was, however, enough friction between the two brothers to see Battista up sticks and, on 30 June 1930, set up Carrozzeria Pinin Farina, an exact Turin rival to his elder brother's enterprise.

After a year, his 90 staff had built 42 car bodies, and, to the undoubted chagrin of his brother, in 1931 came Pinin Farina's first Fiat, a snappy two-tone 525SS coupé which demonstrated the new company's design skills.

The company garnered a reputation for sleek but elegant styling in the 1930s: radiator grilles raked back, headlights faired-in, rear ends tapering gently to a pointed, streamlined finish. Chassis ranged from humble Fiats to the finest Lancias, Alfa Romeos and Hispano Suizas.

The Second World War changed everything for Pinin Farina. Afterwards, the market was grim. Buyers were more concerned with basic mobility than ostentatious style. Pinin Farina recognised the days of one-off, individually coachbuilt cars were numbered, and by 1947 the factory was



industry's simultaneous rush to build new industrial complexes and also to perfect the unsteady technology of the internal combustion engine left little time for aesthetics. Early car-makers were concerned with the oily, greasy, metallic business of hammering out rolling car platforms called chassis. The first models had basic seats and mud-guards but, if you wanted to travel in the rain, a substantial overcoat was essential.

To satisfy the need for motoring "luxury", even if only basic weather protection, companies that previously built horse-drawn vehicles turned to providing the "automobile" owners with a choice of bodywork styles. But there were also canny newcomers such as Giovanni Farina, who set up shop in Turin in 1906, expressly to "coach-build" wood-framed, metal-panelled car bodies.

Farina was fortunate to attract the attention of Giovanni Agnelli, the founder of Fiat. Most of Fiat's first cars had been playthings and racing cars for the idle rich but, in 1911, Agnelli decided he would become a proper manufacturer in the Henry Ford mould, with a new model called the Zero. For identity, this car needed a distinctive radiator grille "face" and Farina supplied a dozen proposals. One was the



Alfa Romeo Spider 2000.

continues on page 8

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Watch for the AROC Ballot

All,

For the next election of directors to the AROC national board the ballots are going to be an insert in the April issue of the *Alfa Owner*.

The format is expected to be the bios of the candidates on the center two pages, with the ballot attached like a reader response card in the center of the magazine.

The last time we did this the response was only about 5% versus the usual 20% for first class ballots, and that is not really high enough for a good election. However, this will save the club about \$1700 to have it in the *Owner*, which is money hard to come by.

By notifying members ahead of time we hope to increase the awareness of the ballot change so we can get a good response.

Thank you,
John Justus
AROC Board Member

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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)

For Sale

• **1988 Alfa Romeo Spider Quadrifoglio**, (pictures on page 5 and at right.) 61k, silver/red exterior/interior, original hard top, 5 NEW Firestone Indy 500 tires (not mounted), OEM AM/FM Cassette Radio, OEM top cover, very little rust, solid frame, sounds great (Volpe exhaust), work on car for past 3 years by Bob Volpe or Jon Rhodes). Car currently at Volpe's St Charles Rock Road Meineke Shop. Stop by, give her a look/drive.

The Bad: She's a 10 foot car--looks great from 10 ft due to old paint job. Interior door panels need to be re-backed. Interior needs some restoration--air vent, small crack in dash, some small pieces missing, black side panel that holds gas door and trunk releases needs to be replaced, etc. Nothing major.

Automatic Passive Restraints (automatic seat belts). Not Good, not Bad, not Ugly, but you need to know about them. Only about 800 spiders were made with the auto seatbelts. Driver side doesn't work, passenger side works fine. I've been unable to locate another motor. But there's a manual hook-up point so it doesn't really make a huge difference. I'll include the seat belt section of the workshop manual.

The Ugly: 2nd gear synchro, She failed her most recent IL emissions test, she has a fuel gremlin--when tank level drops below 3/4 full, get hesitation on accel. and rt turns.



On full tank she runs great. Filters and both fuel pumps were replaced.

Asking price: Fixed up I'd ask \$7000. I'm asking \$4000. Pete Mastroianni (618) 910-4834. Email: pmastroianni@charter.net.

• **'74 Spider**, red, many new items including recored radiator, tires, master cyl, brakes, upholstery, alt, battery, ign. wires, more. Floor replaced on driver's side, patched on passenger's side. New Volpe custom exhaust. Stored inside while we'ved owned it. \$3500. Kevin Chapman, (314) 972-1836, jkchappy@yahoo.com. Runs fine. A lot of work and love went into this car.


• **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.

• **Wanted: 1962-65 Giulia spider or Speciale.** It must be a nice car that I can get into and go for a drive or club activities. I'm too old for another project car. This is a very serious inquiry from a Alfa member in N.E.Ohio. Please contact me at 440-895-1358 or jjweh@peoplepc.com. And we can talk. Joe A. Wehrheim Club # 34913

• **Wanted: GTV coupe**, preferably from someone who understands and cares about the cars. Rick Martin martinr81@aol.com

• **'83 Spider Veloce**, Odo shows 30,000 but may be higher. Car in very good condition inside and out and runs great. I have owned it for the last 7 years and in that time have not driven it over a total of 3000 miles. Last year I had cat. conv. and oxygen sensor replaced and motor tuned up to pass emissions test. Also all the motor and tranny mounts were replaced. All work done at Bob Volpe's shop. Overall I think it is a great car. Asking \$4500. Rob Gyngard, 314-831-2163 (h), 314-731-6300, ext 2478 (w), rgyngard@ford.com or rgyngard@peoplepc.com

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from *Velocissima*, Alfa Owners of New England, Aug '93

Starter Reconditioning

by Fred Di Matteo

On a rally recently my Junior Z began to show symptoms of a weak battery. So much so that at one point I needed a push to start. A number of things can cause the starter to turn too slowly and finally quit as did mine. Weak battery, loose battery terminals, poor battery cable connection to ground, loose cable connection at the starter motor, bad ignition switch and finally, the starter itself.

To determine where the problem was, I connected my digital voltmeter to the battery and attempted to start the car with the ignition switch. Cranking voltage did not drop below 10.75 volts which means the battery was okay. The grounding cables at the starter and chassis were clean and tight, as was the battery cable connection at the starter. The ignition switch also checked out okay. At this point the starter stopped working altogether.

This left one thing to do—remove the starter motor and bench test it. When removing the starter, keep track of where each of the mounting bolts comes from, as some of the bolts may be special purpose and are **not** interchangeable.

In bench testing the unit I found that the solenoid had continuity, but would not engage the starter. This meant that either the starter's field coil was open or the brushes were not contacting the commutator.

Since all starters are pretty much alike except for size, the procedure to open one applies to all. First clean up the starter so dirt and grime does not contaminate the inside of the starter. Then remove the hat-like end cap by removing two small screws. Next remove the O-ring seal, "C" clip, and flat washers under the end cap. Find two long screws that hold on the end cover and remove. Lift off the end cover to see the brush holder. To remove the brush holder, first slip the brush attached to the field coil out of its guide.

What I found in my starter was a lot of thick grease and dirt that made the brushes stick in their guides and a commutator tarnished black. After thoroughly cleaning the holder with carb cleaner and polishing the commutator with crocus cloth, I cleaned the brushes and made sure they were not too short.

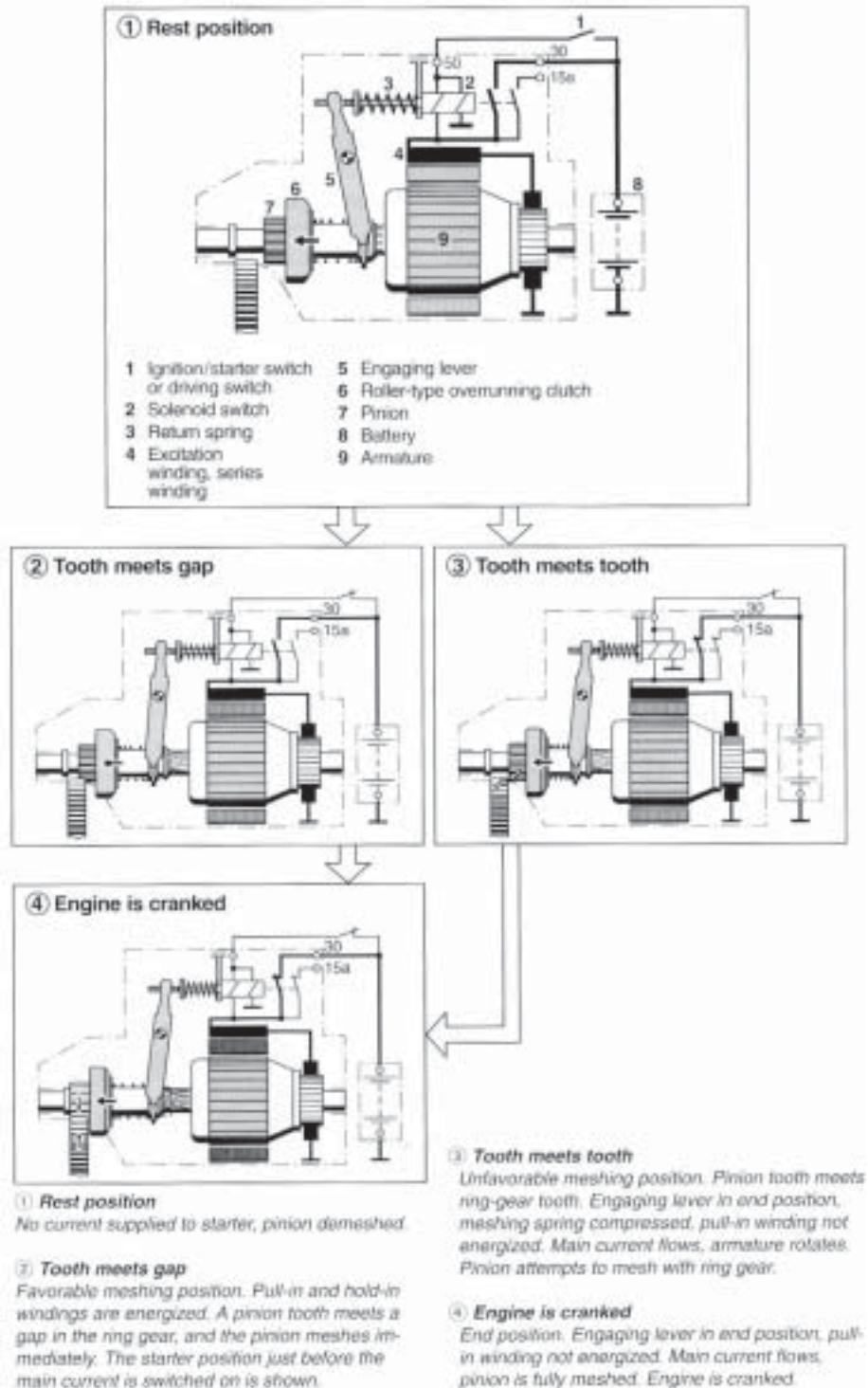
[Brushes should slide easily in their guides and be replaced if they are less than 1/2in long. New brushes can be obtained from Centerline Alfa Products. When fitting a new brush, hold the copper mesh connecting wire close to the solder point with a pair of flat-nosed pliers to

prevent solder from wicking down the wire strands. Otherwise, the wire could become rigid and make the brush unusable, Ed.]

Finally, I cleaned the end cover and end cap to make good electrical contact with the main case. Replacing all the parts in reverse order, connecting the starter on the bench proved it worked like it was supposed to. In the car, it never worked better.



Schematic diagram of the most important working phases of a pre-engaged-drive starter



Get Ready for Spring Fling 2005

Spring Fling 2005, Apr 29-May 1 in Washington MO, is an event not to be missed. Walt Hatcher has been busy making all the arrangements and here's the scoop:

We have a block of rooms reserved at the Lewis and Clark Inn for the nights of April 29 and 30 at special rates. Be sure to mention the Alfa Club when you call and make reservations early. Call Lewis and Clark Inn by April 14 at (636) 239-0111.

Spring Fling activities include a rally/tour through Missouri wine country, an autocross, a people's choice concours, and art exhibition/open house/swap meet at Hatchers' in Washington, Missouri.

The theme for this year's Alfa Art Exhibition is *In Motion*. All media are welcome. And you don't have to create something based on the theme, you can enter any automotive art you create. Previous years' entries have been sculptures of metal, plastic, or life-size fabric objects, water-color, oil, and computer paintings, jewelry, photographs, and quilted jackets and wallhangings.

Join in the fun and let other "Flingers" enjoy your creative efforts. Start now and create your masterpiece, and remember, *In Motion*.

For more Spring Fling information contact Walt Hatcher, (636) 239-2690. See the registration form on page 11.

Group Art Project Update

The group art project is being postponed until next year. With the destruction/construction at our house I'm not able to spend the time to process the picture properly and set up the blocks for distribution. Next year we will be able to concentrate on the organization of the project -- and also take it the finished piece along to Oklahoma for the 2006 AROC National Convention.

The **good news** is that now you have more time to devote to your individual art project for Spring Fling. Remember the theme is *In Motion*.



-- Janet Hirsch

Easter Car Show

11 am - 4:30 pm, Sunday March 27
Muny Upper Parking Lot,
Forest Park

To Show Car Contact Rich Hirsch

Again this year the club will participate in the annual Easter Car Show in Forest Park to promote the club and just have a good time. This extremely popular show has been held every year since 1961 and most of you have probably attended it.

We would like to have as many members' cars as possible in the Display category. Janet and I will be entering our '67 Duetto. Vehicles in the Display category will NOT be judged so the preparation for the event should be minimal. The requirements for Display are:

Coming in April . . .

Alfa Swap Meet/Model Car Display

3 pm, Saturday April 2

Steve and Sherri Coldewe's, Imperial MO

RSVP (636) 464-4019,
alfa57@sbcglobal.net

What do you need for your car . . . and what do you have that someone else needs . . . grill piece, a special tool, wheels, books, manuals, magazines, literature, thermostatic actuator, headlight cover? Well, this is your opportunity to sell your spares and pick up some goodies for your special car. So come to the flea market and be prepared to buy, sell, or swap car parts, tools, literature, and other goodies.

After all the buying, selling, and swapping is done, we'll have a casual dinner and view some of Steve's extensive model car collection. The flea market starts at 3pm. We'll have cold cuts, sandwich fixings, and soft drinks. BYOB. Bring a side dish to share. **Directions:** Take Hwy 55 South to Imperial Exit (#186). Turn right on Outer Road on right. Follow Outer Rd to Seckman Rd on left. Follow Seckman to Seckman Lake Estates on left (Driftwood Dr). Our house is 5221 Driftwood Dr on right. 636-464-4019.



FIAT Freak Out 2005 at Lake of the Ozarks Tentative Schedule

Friday, June 24:

Registration
 Evening Happy Hour (cash bar)
 Evening Barbeque Buffet (FFO prepaid event)
 Night Board of Directors Meeting

Saturday, June 25:

Concours Display, (FFO prepaid event)
 After Concours Drive around the Lake of the

Ozarks

Evening Awards Banquet, (FFO prepaid event)

Sunday, June 26:

Morning Autocross
 Afternoon Cave Tour, Drive, Yacht Cruise,
 Fun on the Lake
 Evening Italian Dinner Buffet, (FFO prepaid event)

ffo05.italiancarclub.com



- vehicle must be insured
- vehicle must be equipped with a fire extinguisher (extinguishers are available at registration gate for \$20).

The entry fee for Display is \$15. **Contact Rich Hirsch** (314-962-7833 or rhirsch@catenary.com) to participate with the club. Since we are required to drive into the show as a club, we will meet at Ralph Coldewe's house at 9:30 am. If this is inconvenient call Rich Hirsch to make other arrangements. For more general information about the Easter Car Show, call 991-4665.



Italian Style continued from page 3

humming again with production of modest series of Fiat 1100 cabriolets. Then Pinin Farina unveiled the Cisitalia 202, a two-seater GT coupé whose stunningly modern lines, clutter-free contours and ground-hugging stance made it an instant design classic. Its endorsement by New York's Museum of Modern Art helped bring Pinin Farina to the forefront as a design-led organisation and not a parochial metal-basher.

Alfa Romeo was impressed. It approved Pinin Farina's design for a two-seater roadster version of its Guilletta and also signed a deal with him to build it. Battista Farina then set about creating a factory environment where, in the end, 27,000 examples were built; a large new factory at nearby Grugliasco, opened in 1958, turned Pinin Farina from essentially a craft-based company into a fully fledged production-line manufacturer.

Peugeot was impressed too. It called in Pinin Farina to sprinkle its design stardust over its conservative products. They began collaborating in 1951 and the first public result was the practical yet tasteful 403 saloon four years later.

Both of these relationships were highly significant because they have endured for five decades. As, of course, does the close co-operation with Ferrari. It started in 1952 with a single convertible body, and almost every Ferrari sold since has been designed at Grugliasco.

Completing Farina's frenzy of activity in the early 1950s was a contract with Lancia that saw the Gran Turismo theme of the Cisitalia 202 (surprisingly, a commercial flop) made real.

Pinin Farina's output was amazingly prolific, its design offices, fabrication shops and production lines white-hot with activity. In stark contrast was Stabilimenti Farina. In 1951, Pinin's brother Giovanni Farina closed its doors after 45 years.

Car manufacturers beat a path to Pinin Farina's door to plug into its creativity and compensate for their own design shortcomings. Pinin Farina's carefully nurtured stable of designers and artists was available for hire.

Our own British Motor Corporation was a frequent customer, beginning with the uncommonly neat Austin A40 in 1958 and progressing through the 1.5-litre and 3-litre saloon ranges a year later, and then the 1100 and 1800 cars. Indeed, rejected proposals for aerodynamic BMC cars, created by Pininfarina's Leonardo Fioravanti in the late 1960s, exerted an extraordinarily powerful influence over the profiles of family car designs throughout the 1970s.

You will notice, in the last paragraph, Pinin Farina changed to Pininfarina. It's no error. In 1961, the Italian government decreed that Battista Farina's nickname and surname could be joined to form a new family surname and business trademark. It was a favour that recognised the founder's gathering industrial importance and reputation in Italy and beyond. But it must have taken some getting used to by Battista's son Sergio (now) Pininfarina, the mastermind of the company's industrialisation. He took command of Pininfarina six years later when, in April 1966, Battista died, aged 60.

It rapidly became a different sort of Pininfarina. Ferrari styling became its calling card - we think of the many contrasting 250s and 500s, the Dino 246, Daytona and later

512BB and 400i. And yet the Grugliasco factory was a sports car sausage machine, squeezing out a Fiat 124 Spider, Alfa Romeo Duetto or Peugeot 504 convertible every few minutes.

Sergio's expansion focused on Pininfarina as a design hotbed. A brand new Design Centre opened in 1967 (which eventually spawned a separate design think-tank in 1982, the Centro Studi e Ricerche), and the Pininfarina brand became vital to the company. Actual designers were seldom credited; only when they left, as with Fioravanti, and also Paolo Martin - the stylist of the incredible Modulo show car of 1970 and later the Pininfarina-accredited Rolls-Royce Camargue, Peugeot 604 and Fiat 130 Coupé - was the individual responsible finally revealed.

The company weathered the 1970s and 1980s thanks, in large part, to the industrial benevolence of Fiat. A portfolio of design-hungry clients was one thing; keeping the company's industrial apparatus rolling was another. From the Lancia Montecarlo to the Ferrari Testarossa, the Lancia Gamma coupé to the Fiat 124 Spider, Grugliasco's body assembly halls were never idle. There have been more than 130 Fiat Group-Pininfarina joint projects.

But there is little room for growth among Pininfarina's traditional European customer base - Alfa Romeo and Peugeot now like to design their cars in-house. So Pininfarina altered the name of its Studi e Ricerche division to Pininfarina Ricerca e Sviluppo, to reflect the still family-controlled group's shift from traditional design and manufacturing towards design, engineering and development. In October 2002, Pininfarina inaugurated its new Engineering Centre, where 500 design and engineering staff now work.

This has attracted new clients such as Ford, which contracted Pininfarina to engineer and build its Streetka budget two-seater sports car, plus several new Chinese and Korean clients. There's also a joint venture with Webasto, the German-domiciled Open Air Systems, which cements Pininfarina's reputation as a folding-roof specialist on cars as diverse as the Peugeot 206CC and Bentley Azure.

Still, what about sheer automotive beauty - that intangible quality on which the entire, thriving industrial edifice that is today's Pininfarina was founded by Pinin Farina 75 years ago?

A stream of new concepts sees that is maintained, and that Maserati at Geneva today is just the latest. And Battista Farina himself doesn't need actually to be around to keep on accumulating accolades. When he was alive, he received the Italian equivalent of a knighthood, honorary membership of London's Royal Society of Arts and Turin's Society of Engineers and Architects, and plaudits from the Turin Polytechnic which included "constantly renewed inventiveness" and "superb artistic talent". In 2000, 34 years after he passed away, he entered the Automotive News European Automotive Hall of Fame.

Now, at last, the first Pininfarina car to be badged as such as a marque in its own right may be about to be born. In any case, with so many Chinese manufacturers approaching Pininfarina for styling, the idea of a Pininfarina designed car on every street in the world is getting closer all the time.



from *Forbes.com*

John DeLorean, Car Man Of The Future

by Dan Ackman

John Z. DeLorean, who died yesterday, was a man born after his time, or perhaps before.

His namesake company reportedly built just 8,900 cars and lost millions, but he lived like a king, dated models and movie stars and is the subject of at least five books.

Had he been born 50 years earlier, he might have built one of the many U.S. car companies that have now devolved into the Big Three. Had he been born a generation later, he might have skipped the whole idea of production and focused on his genius for hype.

As it stands, the car DeLorean built is still remembered today, no doubt because it was a prop in *Back to the Future*, the 1985 Michael J. Fox movie. Who can doubt that this association makes it the most successful product placement of all time? He also stands as one of history's most successful criminal defendants. Most famously he beat a federal drug indictment. But he also beat back fraud and tax evasion charges.

John DeLorean was born in 1925 as the son of a Ford Motor (nyse: F - news - people) foundry worker. His rise in the business world followed engineering and business degrees. In 1952, he became an engineer for Packard, and for General Motors (nyse: GM - news - people) when Packard was bought by Studebaker. Packard and Studebaker are now both defunct, though they were major car companies in their day, and their brands are still remembered. In an earlier time, DeLorean might have been a James Packard or Robert Studebaker, whose cars were sold widely for decades.

DeLorean's DMC-12, was basically a novelty, though well known: Though fewer than 9,000 were produced, there is still an enthusiast's market for them, and as of this morning, nearly a dozen were being advertised on eBay (nasdaq: EBAY - news - people) and Autotrader.com.

DeLorean, it is often said, had a genius for auto design and is credited with the invention of recessed and articulated windshield-wipers, the lane-change turn signal and the elastomeric bumper, according to Wikipedia, the online encyclopedia. But he became famous first for the introduction of the Pontiac GTO, the famed muscle car in 1964.

Can anyone imagine today an auto executive dating Ursula Andress and Raquel Welch, which DeLorean did? He also married supermodel Christina Ferrare. While auto company heirs like Bill Ford are known to own sports teams, DeLorean owned a piece of the San Diego Chargers while a mere executive.

DeLorean broke the mold when founded his own DeLorean Motor Company in 1975. While he started it in Detroit, he wound up with a plant in Northern Ireland, financed by the British government, and fancy Johnny Carson was an investor. The idea was to build a \$25,000 sports car.

As a business venture, the idea could only be described as a spectacular failure. The company's plant started producing cars in 1981. By 1982, the company had announced it would close. DeLorean wound up the target of U.S. Securities

and Exchange Commission inquiries and dozens of investor lawsuits.

His real legal problems started in 1982 when DeLorean was arrested and charged with conspiring to distribute 55 pounds of cocaine. Though he was captured on an FBI videotape, he contended that he had been entrapped and was acquitted by a Los Angeles jury in 1984.

For all his debts, DeLorean managed to spend well. Just before the cocaine charges surfaced, he purchased a 434-acre farm in Bedminster, N.J. At one point he tried to turn it into a golf course and country club; he tried to sell it to Donald Trump, his spiritual heir, among others, according to the Newark Star-Ledger. That never happened, but Trump wound up owning the property, which he turned into the Trump National Golf Club.

Reportedly 6,000 DMC-12s survive, a huge percentage compared to the number built. Based on the mileage of the cars for sale today, they seem to have turned into collectors items early on. A company in Texas bought the remaining original parts stock from the Northern Ireland factory and still supplies them. Thus, the car outlives the man. In all likelihood, the legend will outlive the car.



CAROC Spring Speed at Autobahn Country Club

The Chicago Alfa Romeo Owners Club invite you to participate in the 2005 Spring Speed lapping weekend on April 23rd and 24th at Autobahn Country Club in Joliet, IL. This is a brand new 1.5m road course. Registration is at 7am Saturday

For more info see www.caroc.com/events/autobahn_spring.html and www.autobahncountryclub.net or contact Peter Webb (webb.p@comcast.net).



Alfisti Cooks!

by Sue Houser

Happy Easter to everyone. My daffodils and crocus are blooming at the same time. What a weird winter. I think spring has finally gotten here though, I've been having errant thoughts of getting the Alfas out of mothballs, putting the top down (if applicable) and roaring down country lanes. Spring is also a time to clean out the garage and basement of those Alfa parts and stuff for the Swap Meet at Steve and Sheri's home. You can always go home with different Alfa stuff. Also, don't forget to be part of the Club's group that is exhibiting their Alfas at the Easter Car show. We are one busy Club.

But until the Swap Meet, there is one more recipe from the Christmas Party that needs publishing. Graham Davis made this to die for dessert. He most graciously shared his recipe.

Graham Davis' Chocolate Hazelnut Mousse

Serves 30

24 oz semi-sweet chocolate chips (2 bags) chopped
 1-1/4 cup cream, hot (do not boil)
 12 egg yolks
 1/2 cup hazelnut liqueur (Frangelica), flamed
 3-3/4 cup cream, whipped
 salt

Pulse chips in food processor 20 seconds. Add hot cream, then liqueur, yolks, salt and blend until smooth. Set aside a small portion for marbling. Fold in whipped cream. Butter spring form pan; line sides with waxed paper, add mousse. Drizzle reserved chocolate mixture over top and swirl. Chill thoroughly or freeze for future use. To serve, remove ring and carefully remove waxed paper. Decorate thawed sides with chocolate shavings or chopped hazelnuts.

Thank you Graham for sharing your recipe. You always bring delicious food to share.

Mike will see all of you at the Easter Car show, but I, alas, will be in Oklahoma City. I will see you at the Swap Meet though.

Woof and Meows,
 Sue



from <http://www.autoexpress.co.uk>

Alfa Lifts the Lid on Brera

by Matt Joy

Fresh from wowing crowds at the Geneva Motor Show with its stylish Brera coupé, Alfa Romeo is to produce another stunner - the Brera Spider.

An inside source at the Italian firm has confirmed that the drop-top will make its world debut at the Frankfurt expo in September. As the Brera was designed from the outset to be a convertible and a coupé, the Spider has a flat rear deck to house the fabric hood, yet retains its seductive styling.

Wide wheelarches and virtually flush bumpers contribute to the sleek lines, while the bold grille and triple headlamps complete the look. Even with the roof raised, it stays faithful to the Alfa Romeo style. Underneath sits a platform shared with the new 157, but smaller overhangs mean the Spider is shorter than the saloon. Both two and four-wheel-drive layouts are possible, with the most powerful versions getting the latter option for maximum grip.

As with the coupé, the Spider comes with a choice of powerful engines. The range-topping 3.2-litre V6 develops 260bhp, while a four-cylinder 2.2-litre JTS unit provides a healthy 185bhp. It's also likely that Alfa will be one of the few manufacturers to produce a diesel convertible, as the excellent 2.4-litre JTD oil-burner has the strength and refinement to suit top-down motoring.

The Spider is expected to hit British dealers in early 2006, within months of the coupé variant going on sale.



Phillips Screw continued from page 1

by an automated screw driver with increasing force until the tip of the driver popped out without ruining the screw head. So what many consider a design flaw is actually a feature (at least if you're a car manufacturer).

The Phillips screw first gained acceptance with Cadillac in the late 30's. Although there is a Phillips Screw Co. today, the company never actually made Phillips screws or drivers. They were produced under license by other companies. Unlicensed knockoffs proliferated, so that in 1949, Mr. Phillips was stripped of his patent. He died in 1958 at the age of 68.



Spring Fling

Alfa Romeo Owners of St Louis

Phil Dean, Pres (636) 795-5015

Norma Urani, Registration (314) 638-9729

Where Washington MO environs,
(approximately 40 miles west
of St Louis)

When Friday, April 29
Saturday, April 30
Sunday, May 1

Events

- **Rally/tour** through Missouri wine country
- **Autocross**
- **Concours**

Art Exhibition
Swap Meet
Banquet
Awards brunch

Registration \$25 per car

Hotel Lewis & Clark Inn
Washington MO
tel (636) 239-0111
fax (636) 239-3657

Rates: \$64.95/king; \$69.95/double
Contact hotel by April 14 for reservation
and mention "Alfa Club."

Friday Night "Chats & Drinks" 3 - 6pm at Lewis & Clark
Dinner: 6 pm Pizza Party at Lewis & Clark
Cost \$7.50 per person, pay on site

Saturday Banquet
Elijah McLean's
600 W Front St, Washington
Door prizes and entertainment
Cost \$20.00 per person

Sunday Awards Brunch
Altemuellers'
Individual check

Art Exhibition Theme: *In Motion*
All media. Original works are eligible for
popular vote judging.

Spring Fling 2005 Registration

Make check payable to: Alfa Owners of St Louis

Send registration form and check by April 22 to:

Norma Urani
8301 Julia Dr,
St Louis MO 63123
(314) 638-9729

NAME

ADDRESS

.....

.....

PHONE

EMAIL

CAR DESCRIPTION

EVENTS YOU PLAN TO PARTICIPATE IN:

RALLY AUTOCROSS CONCOURS

FRIDAY NIGHT DINNER ART EXHIBITION

BANQUET AWARDS BRUNCH

APPROXIMATE ARRIVAL TIME

CAR REGISTRATION (\$25 PER CAR) \$ _____

BANQUET DINNER (\$20.00 PER PERSON) \$ _____

TOTAL AMOUNT ENCLOSED \$ _____

Questions?

Call Walt Hatcher: (636) 239-2690, or email to rhirsch@catenary.com, or visit www.catenary.com/fling

"Think about it, Murray . . . If we could get this Alfa Romeo 6c 2500 Freccia D'oro runnin', we could run over hikers, pick up females, chase down mule deer -- man, we'd be the grizzlies from hell."



!Saluti
 Alfa Romeo Owners of St Louis
 470 Bellevue
 St Louis MO 63119

March 2005 AROC St Louis

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

Mar 27 Easter Car Show
 Forest Park

Apr 2 Swap Meet/Dinner
 at Steve & Sherri Coldewe's

Apr 29 - May 1 Spring Fling
 Washington MO

April 2005 AROC St Louis

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