



i Saluti

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Note Bene

by Phil Dean, Pres

“Heaven is a new Alfa Spider with the Top Down”

Maybe we see Maseratis selling next to new ALFAs by 2010 or so. GM giving FIAT \$2 billion to escape the “put” option means technologies may be shared a bit, such as diesel engines and new vehicle platforms. The original GM purchase of Fiat Auto was in 2000, for \$2.4 billion in stock. Money managers say GM should have simply said “no” to FIAT, then drag the case in the courts until FIAT goes bankrupt as they are bleeding \$1 billion a year as it is now, according to *Automobile* mag, May 2005.

Brits get the new Alfa Brera with 3.2 V6 or 2.2 four banger or 2.4 turbodiesel. Expect 0 to 60 in less than 7 sec for the V6. Brera is the flagship coupe. The GTV successor will compete in Lymie towns with Mazda RX8 and Nissan 350Z. The Brera was to have gull wing doors and 400hp V8 engine and rear transaxle (again), but those ideas dropped, according to *Car* mag, Apr 2005. Brera Coupe sale price of

Next event . . .

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." **Send, email, or phone your registration to Norma . . .**

NOW!

Special note to St Louis Flingers: if you can please bring adoor prize to donate for the banquet. Suitable door prizes are car items like key fobs, car care kits, wine, car books, t-shirts.



Coming in June . . .

18th Annual European Car Show
Sunday June 5
Plaza Frontenac
Lindbergh Blvd & Clayton Rd

Setup time: 10am - 11am.
 Show time: 11am - 3pm.
 Registration fee: \$20 (\$25 on show day).

Benefits St Louis Shriners' Hospital for Children. For info contact Rick Siefert at (636) 532-1051, x 105. Visit the website at www.stlvw.org/events/AutoShow/euroshow05.pdf

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

£25,000 means about \$50K over here, if it was “legal”. Thanks to ACLU, EPA, Green Party, and Ralph Nader types, we get hybrid LEXUS SUVs instead!

Michael Savage's new book cites facts as documenting that US trial Lawyers steal about \$200 billion a year from all of us, so seems pretty hopeless..without an ALFA led revolution. Hmm, maybe we organize at Spring Fling 2005 in Franklin County Missouri..at Sat nite banquet?

Anybody see the PINK Spider (series 4) on sale from ebay motors a few weeks ago? Well it is heading WEST as we speak. I saw it near Warrenton exit on I-70 heading to some California “Mary somebody-perfume-facial and makeup-saleslady” or some very “metro-sexual” guy. The engine compartment still had its red paint, when I downloaded the photos a few weeks ago.

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2005 Calendar

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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from Alfa Notizia, Florida AROC

Alfa V-6 Tensioners

by Graham Spencer

If you own an 12 valve Alfa V6, then you've faced the tensioner dilemma. If not, well this might be of little interest to you, unless you end up with a V6 in the future. The tensioner (actually it's really a DE-tensioner) and the timing belt on the Alfa V6 is one of Alfa's great mistakes. Now I'm not going to say who is at fault, it's in the past, and I'm guessing it's a case of the engineers designing a part one way, yet the accounting department wanting a much cheaper version, and in the end a compromise was made. That's the way I imagine it, but regardless of how it was caused, lets discuss what the problem is, and more importantly, what the best solutions are going forward.



The Problem

The problem is actually the lack of contact of the timing belt with (as you face the front of the engine) the left camshaft sprocket. This is due to the fact that on this side of the engine resides the distributor and the oil pump drive sprocket. This causes a very limited wrap around the left camshaft as the belt continues over to the distributor/oil pump sprocket. The wrap of the left camshaft (using a clock analogy) is from about 10 o'clock to 12 o'clock, or just over an inch or so. Compare this to the other camshaft, where the wrap is from about 12 o'clock to 5 o'clock, or around 6 inches. That is a big difference, and the cause of a lot of pain and suffering. Making things even worse, the tensioner is the next item on the left side. Thus if the tensioner fails, slack immediately appears on the left bank, allowing the left shaft to "let go".

Interference vs. Noninterference

Why is this a big deal you might ask? So you replace the timing belt and tensioner and your back in business. There in lies the big problem. Alfa's engineering shortcoming wouldn't really be anything more that a pain, **if** the Alfa V6 was a noninterference engine, but it's not, it's an interference engine. What is an interference engine, vs. a noninterference? An interference engine means just what it says, the valves (intake and exhaust, these are what the cam shaft is controlling) interfere or collide with the pistons. This is a

VERY bad thing. If you are lucky, you'll have to replace all the valves, if you're not, you can put a hole in a piston, necessitating an entire engine rebuild. For those of you following along, a noninterference engine means that there is no way for the valves and the pistons to meet. These are also referred to as "free-wheeling" engines.

Timing Belt Tensioner

So, as you see, the timing belt and timing belt tensioner on the Alfa V6 are very critical parts. But once again Alfa makes some interesting choices. So I call the path of the belt an engineering failure, but the tensioner itself is also a far from stellar

design. Granted the Alfa V6 is a gem, that few other contemporary engines get close to, but why take a simple thing like a belt tensioner and over complicate it to the point of failure? The original tensioner is a normal spring loaded tensioner with three heavy springs (including a pre-tensioner), but Alfa took it one step further. One of the bolts attaching the tensioner is hollow and connected to an oil passage, this allow oil to flow into a expansion chamber allowing oil pressure to act upon the tensioner as well. The common thought is that this is to make up for the expansion and contraction of the aluminum engine block, thus keeping a constant pressure on the belt at all times. Why does Alfa think that \pm less than a millimeter will make a difference when all other contemporary engines are either fixed (no springs nor accommodation for any varying slack) or a simple spring affair? Who knows. It's a good design, and would not be a problem, except for one thing -- the seals eventually leak and oil on the timing belt is not a good thing, not at all. So with a belt path that's problematic and a tensioner that's problematic, what's to be done?

Enter the Mechanical Tensioner

Here is where things get interesting and heated debate comes in. For some reason, Alfa acknowledged there was a problem with the tensioners leaking in NORTH AMERICA, but no where else. I want to point out here as well, that if the tensioner is rebuilt each time the timing belt is changed (30K miles), there shouldn't be a problem. But for some reason (I'm guessing the US dealers just weren't rebuilding the

continues on page 6

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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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from www.stltoday.com

Formula One project could get up to speed in old warehouse

by Martin Van Der Werf, 4/14/2005

The warehouse that was In Cahoots, a country-and-western club in Earth City, finally will see new life, this time as an indoor racing track where customers can take a spin in miniature Formula One-style cars. The target: corporate clients bent on team-building or entertaining clients.

A St. Louis-based investment group is expected to close a deal within 60 days to buy the building and reopen it in the fall as Grand Prix Speedways, with racing, a restaurant and corporate meeting rooms.

Such tracks are outrageously popular in Europe. But, then, so is Formula One racing.

St. Louis investor Karl Krummenacher believes it will take off stateside, too. He and several partners plan to sink \$10 million into the Grand Prix operation.

Each driver will be fitted for a racing suit, helmet and gloves. Afterward, a printout will analyze the ride, where a driver could have done better and gone faster.

"The adrenaline takes over," says Daniel Rubenstein, another co-founder of Grand Prix Speedways. "You see that analysis, and all you can think of is getting back into that car and trying again." In other words, it will feed into the speed junkie and video-game addict in all of us.

Krummenacher says 60 percent of the revenue will come from renting the facility to businesses. In part, it is modeled after Chicago Indoor Racing in Buffalo Grove, Ill., which also caters to corporations.

The St. Louis track will have some differences. It will use electric cars, so the building will not have to be vented for gasoline fumes. At 144,000 square feet, it will become what is being touted as the largest such indoor track of the 50 or so in North America.

The cars hit top speeds of about 40 mph, or three times faster than the typical gasoline-powered outdoor go-cart.

Krummenacher, of Wildwood, says he drove at a competitor's track Aug. 23 in Carlsbad, Calif. "On Aug. 24, I was in business to bring one of these tracks to St. Louis. It was that much different from anything I had ever done."

He and Rubenstein, along with others, run Bizware, a maker of online sales software.

Krummenacher's group is different than the one that wants to build a similar track in the proposed Bottle District downtown.



For Sale

- **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

- **'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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Tensioner continued from page 3

tensioners) there were scores of failures in the US, and Alfa issued a new "mechanical" tensioner for use in NA. The mechanical tensioner uses a bimetallic spring to tension and adjust pressure on the timing belt, the thought being as the tensioner heats up, the spring is affected, thus altering the tension on the belt. It's a fairly simple retrofit, but does require retapping one of the original holes in the engine. As the oil feed is blocked off, yet the spring acts in the same way as the oil pressure you get all the benefits of the oil fed with none of the drawbacks, Right?

Wrong! (see www.centerlinealfa.com/tips/images/installation/tensioner_install.pdf for instructions on installing the mech. tensioner -- rhh.)

Mechanical vs. Oil-fed Tensioner

As I said this is the source of heated controversy, but I'm going to say it. The mechanical tensioner is far inferior to the oil fed. The spring on the mechanical tensioner is similar to (or perhaps is) an old Westclox alarm clock main spring. Remember, this flimsy clock spring is all that stands between you having a nice engine or a very large and oily paperweight. There are also caveats to the mechanical tensioner, like don't park on a hill with the car in gear. Hmmm, why not? Well the tension supplied by that flimsy spring isn't enough to keep the timing belt tight, allowing the engine to turn backwards and slip it's timing. (Remember that interference?) The main problem here is failure. There is a very high rate of failure of this tensioner. It's been said that most failures are attributed to improper installation, but whatever the case, there is a high volume of failures and as I've outlined above, this is one part that should **never** fail.

So the mechanical tensioner is no good, and the oil-fed tensioner leaks oil and is no good. What's the solution? Well the solution for me and most of the people I know who race and thus really abuse these engines is really quite simple -- block off the oil feed and otherwise use the oil-fed tensioner. In this way you get the advantage of the robustness of the oil-fed springs and you don't have to worry about oil leaking out. It's also a very simple process to block the oil feed, requiring no tapping of the engine, etc. The oil that feeds the tensioner is not under high pressure, so the most simple and elegant solution is to thread the hole in the side of the hollow oil bolt and place a simple set screw in place. This also allows you to undo this modification at a later date (if you feel you want that oil leak back). But there are other solutions too -- a drop of weld or an epoxy like JB Weld.

Wrap-up

I really fail to see why there is so much fuss about these two tensioners. Yes, I'm sure there are plenty of people running the mechanical without a problem. And I am one of them. I

currently have a GTV6 with a mechanical style and a Milano with the altered oil-fed. But I plan on replacing the mechanical on the GTV-6 with an oil fed unit next timing belt replacement. As I outlined, this is not the place for a failure prone part, no matter what the reason. Why take the risk if it's not needed? The oil-fed tensioner is what Alfa Romeo designed. Yes it has a weakness, but that can easily be fixed at the cost of the oil not affecting the tension. Is that really needed? No. I think in this case Alfa realized how critical the tensioner would be and thus over-engineered it. The oil feed is not needed.

Where is my proof you say? Well as I mentioned this is the preferred set up by the Alfisti that take their V6s to the limits on a regular basis, and that's good enough for me. But if you feel you need further proof, Alfa Heaven sells a "static" tensioner. This is a unit that has no springs, no nothing. You bolt it on and tighten it up. There is no allowance for either the timing belt stretching, nor anything

else. And once again, no failures. It's also important to note that given reasonable care the cause for interference related engine disasters are not from the belt failing, but inevitably from the mechanical tensioner failing. So perhaps I didn't give the Alfa engineers the credit they deserve. Perhaps they did realize the problems that would be caused by a slipping timing belt and did over-engineered the tensioner. Whatever the original reasons were, today we have a choice. I hope I've helped clarify some of the mystery surrounding these two "official" parts.



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 Concourse 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)



from Sotto Veloce, Chicago AROC

Doing Your Own Toe Alignment

by Peter Webb

If you're like me, you get frustrated dealing with alignment shops when telling them you own an Alfa Romeo. I won't cover all the responses from the grease monkey but I'm sure you've heard them all. So you need an alignment and you can't find a shop that will do what you want. What now? Do it yourself in your own garage with simple tools.

The most common type of alignment is called thrust. Thrust, simply defined, is making sure all 4 wheels go down the road in the same direction. On the same thrust line. Camber and caster are a little more complicated to set at home. Thrust is the most common misalignment. That's all you usually get for your \$79 at Midas anyway

To perform a thrust alignment in your garage you'll need the following tools:

- Some string, at least 3 times longer than your wheel-base
- Another piece of string at least as long as your vehicle
- Jack stands
- Tape measure
- 22mm open end wrench
- 14mm open end wrench
- Helper

The first step is to determine the centerline of the car. Choose a suspension mounting point on the underside of the car, then locate the same mounting point on the opposite side of the car. Measure between the two points and mark the half way point. Repeat for the front and rear. This is the centerline and will determine the square of your car. Stretch the shorter of the pieces of string along the centerline and secure to jack stands.

Next is to determine your rear wheel thrust. Place jack stands at each corner of the car. Use the remaining piece of string to form a square around the car. Choose 2 points on the rear wheel rim along the horizontal plane. Using the tape measure, move the jack stands until the string measures an equal distance from both points on the wheel rim. Repeat for both sides. This gives the thrust angle of the rear wheels. This is where a helper can be very useful. Your helper can either adjust or measure.

Stretch the string along the width of the car tight and measure between the outer string and the centerline string. They should be equal. If they aren't, your car is out of square. This could be for several reasons. Worn suspension points, frame damage from a prior accident or worn axle locating bushings (torque-T or Watts link) to name a few. This should be corrected before you proceed with an alignment.

Once you have determined square, you can now adjust the front wheel toe to square the front wheels with both the rear wheels and frame of the car. Using the 22mm wrench, loosen the jamb nut on the tie rod. Have your helper sit in the car. This is for two reasons. First because you need someone to hold the steering wheel centered while you adjust toe, and second because you should align with the driver weight on the suspension.

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, watercolor, 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

Pick two points on the front wheel rim as you did with the rear. Measure the distance between the wheel rim points and the string. If the distance at the rear of the wheel is larger, the front wheel is toed out. If it's smaller, it's toed in. Using the 14mm wrench, turn the tie rod clockwise for more toe, counterclockwise for less toe. Adjust until the distances are equal on the front wheels as you did the rear. Remember to measure and adjust both front wheels simultaneously to keep the steering wheel straight. When you are finished, the centerline, thrust and square should be equal on both ends of the car. Don't forget to tighten the jamb nut on the tie rods.

You're done. Take a test drive to check your alignment. Why not take that test drive past the local Midas so you can show them what an Alfa Romeo actually is. Maybe slow down enough to explain that it's not an Alpha Romero or a Fiat.



Note Bene continued from page 1

Wonder how much it sold for? Still, would have been a fun ride with top down.

Janette Benson (Macclesfield, UK) had her new MINI painted PINK for \$20,000. The Sep 04 *TOPGEAR* mag has all the gory details of this madness. She also has pink refrigerator, pink furry handcuffs, pink champagne, pink clothes/shoes (she has 100 pairs of shoes), looks to be about 22 yrs old in photos. She hopes to someday paint the inside and outside of her house PINK.

Her husband "Robert" is manager of a UK Glass company. He will be shot and run over by a Callaway twin turbo (BLACK) by Volpe and me at Dawn of Autocross Sunday at Spring Fling. Him or his effigy..

Spring Fling auto repairs to be by "seat of the pants". Maybe copy the Cubans who use a mixture of mineral oil, tree sap and rubbing alcohol as makeshift brake fluid. (ref: *TOPGEAR* 11-04 mag).

Mexican taxis are illegal too! Mexico City has 104,694 "legal" taxis and 22,000 "pirate" taxis. That city has largest supply of taxis of any city in the world. 58% of Mexican taxi drivers don't have a pension, so the flood Norte to Laredo TEXAS, etc. continues! (*TOPGEAR* mag 4-05)

Kenyans name their mini taxicabs called "matatus" and decorate them brightly with names emboldened on the sides to intimidate others. Names?

Quick and Deadly, Hellraiser, The Undertaker, The House of Pain, Killer Thriller, Ghetto Love, Malcolm X, Total Madness, Sex Queen, and... Somebody STOP ME!

Russia has rare "official" taxis and many more unofficial taxis if you "hold a hand out, 45 degrees down from the horizontal". Even police cars, hearses and ice cream vans available for hire. Outside of the cities the fares run about \$3. Haggling the price beforehand is done, but is considered bad form to negotiate with driver while a woman is present.

Japan? Ten yrs driving experience required before apply for license to TAXI. Zen Buddhism traits preferred. Only ONE accident means you lose Taxi driver rights.

CHINA? They just bought 80,000 new Hyundai cabs. Total number of cabbies is 1 million. Red is color of Cab, for "good luck". Many have roll bars. Motor bike taxis can carry only ONE passenger.

Bangladesh? Cabs are three wheel tuk-tuks running on compressed natural gas. Previous to nat'l gas idea, the Dhaka city pollution was worst in the world with 2 cylinder three wheelers (50,000 of 'em) spewing out cheap petrol and mineral oil lubricants. The World Bank (i.e. USA taxpayers) gave 'em enuf money to buy the low pollution carts.

IRAQ taxis??? You gotta be NUTS!

Four bodyguards with AK 47/MP5 submachine guns and body armor "runs" at 100 mph from city Center to Bagdad airport costs \$5,000 for a 15 mile trip. Snipers, Suicide bombers, hostage takers are rampant..duh!

Taxi cost is "732 times more costly than the airfare from London to Bagdad"

Alfas for Sale? Hemming Motor news May 05 has most expensive ALFA at \$2.9 million, see it on the net at www.cavecreekclassics.com

1935 Typo C-8C-35-3800 is a convertible. Top down? Engine lump is 3.8 Liter twin cam straight 8 with twin Rootes

type superchargers. This car was the successor to the P3 Alfa

Cheapest is 89 ALFA Graduate for \$1,800 OBO from Christensen@asu.edu. Maybe Arizona State grad student doesn't wanna be a "Graduate" no more!

Racing Alfas are WINNING in Europe WTCC series.

Earlier last month, Alfas had fastest times at Monza track. Later, WINS again!

Proof? Look at Autosport-atlas web site for pictures of two wheeled 156 series cars ala old GTA pictures (see p. 10).

James Thompson won last race (4-10-05), beating BMWs, Hondas, SEAT cars. Ford and Chevy are "off the pace" Other Alfa drivers are Gabriele Tarquini, Augusto Farfus, Fabrizio Giovanardi, Salvatore Tavano, and Andrea Larini.

The second placed BMW320i driver named DICK Muller said.." I was quicker but I just couldn't get past him".

Evidence, again, that most BMW 320i drivers are... A%%-holes.

He, named DICK, continued.." I have a big hole on one side (of the car) and a big hole on the other side because people were crashing into me..blah, blah.." (Ref: Autosport-Atlas website, 4-13-05)

Hey DICK, if the ALFA was so damn "slow" the why was he AHEAD OF YOU????? hahahaha!

Michael Stahl relates his FIAT 500 memories..3.7 million of them built and the youngest models are over 30 yrs old, Russian Steel again.

The author's doctor in Central Paris drives one. That is until a Iveco Turbo Daily truck backed into it..He told Doc, "Doctor, I feel your pain".

A trip in a FIAT 500 "Bambino" requires a 20 min pre-flight inspection.

Suicide doors shut? Check!

Full choke, no throttle, pull up starter lever? Check!

Listen to 2-cylinder clattering into life? Check!

(Modern cars don't burn or leak oil, the Fiat 500 does BOTH at once!)

Luggage for a Bambino trip?

Fire extinguisher, petrol pouch, spare oil, huge tool kit, emergency triangles, first aid kit, blanket, 5 liters of water, warm clothes, food rations, deck of cards, cyanide tablet? Check!

Hey that reminds me..SPRING FLING is here..Foods, doorprizes, tire raffle, fun games, concours, road rallies, booze, women, cheap bedrooms..what more do you want?

See You in Washington MO on April 29 thru to "May Day Autocross"...sign up as we paid for \$\$\$ insurance, from Rhode Island..so do the autocross!

No AUTOCROSS exceptions unless you have a written doctor's excuse!

"I admire anyone who goes out and races his/her own car. He/she should know better, but he/she does it anyway!" (Ref; Michael Stahl, CAR magazine, Aug '03)

Dr PHIL



Alfas really are like golf carts...

Bob Pass, former St Louis Alfa Club member, is the founder of Passport Transport — the shipping company that was recently purchased by FedEx. Well, it looks like being "bought out" by FedEx has led to additional leisure time for the former owner.

Here's his new golf cart, a tribute to the passion for all things automotive (and Italian)!



Alfas at the Easter Car Show



Ralph Coldewe's '57 Chevy, Harden Ervin's '72 GTV, Ralph C's '59 Giulietta, Hal Flemming's 164, Frans von Kaenel's '80s Spider, Rich's '67 Duetto, Randy Hill's '74 GTV, Phil Dean's '90 Spider.



Open hood on Randy Hill's '74 GTV draws attention.



Alfisti Cooks!

by Sue Houser

Our first event of the year that you could fairly comfortably, drive with the top down was the Swap Meet at Steve and Sherri's. This event is always great fun. The food was tasty, the conversation was lively and to top things off there was a nice turn out of members. We bought, swapped, drank and ate and of course talked. It was a wonderful afternoon. For everyone's information, Sherri said the sandwiches came from Schnucks. They were delicious.

For April's recipe showcase, we are heading to the Windy City with our member, Jerome Dublan. I always love it when members share recipes without having to be coerced. Thanks Jerome!

Jerome's note for this recipe states "*Hollandaise Sauce is a wonderful addition to egg dishes as well as fish and vegetable. In fact it is required for classic eggs benedict. Many people shy away from making Hollandaise because the traditional method is tricky and time consuming. This recipe is practically foolproof and very quick and easy. Also, it is as good as or better than any Hollandaise sauce I have ever had in a restaurant.*"

Jerome Dublan's Hollandaise Sauce

1/4 pound (one stick) butter
2 egg yolks
2 Tablespoons lemon juice
Dash of cayenne pepper

Place egg yolks, lemon juice and cayenne in a blender. Heat the butter in a sauce pan to just bubbling. Turn on the blender to "blend" and slowly drizzle in the hot butter. Blend for about 30 seconds and serve right away. Makes about 3/4 cup.

Bonus Recipe: Bernaise Sauce

The above Hollandaise sauce is the base for making Bernaise sauce which is good on steaks and certain side dishes such as mushrooms and rice.

3 Tablespoons red wine vinegar
2 teaspoons chopped onion
1 teaspoon tarragon
1/4 teaspoon white pepper
One recipe of Hollandaise Sauce

Simmer all ingredients except Hollandaise Sauce, until almost all of the liquid is gone, stirring regularly. Add this mixture to the Hollandaise sauce in the blender and "grind" for about 5 seconds. Voila, Bernaise sauce.

Well it's spring and time to start the garden. Mike and I are completing the garden enclosure that we had to tear down when we had new siding installed. It was quite an undertaking. Next we have to till it up and plant. Yea! Of course I haven't figured out what I want to grow this year. Such a chore.

See you all at Spring Fling and thanks again Jerome.

Woof and Meows,
Sue

from www.autosport-atlas.com

WTCC: Thompson Storms to Monza Win

By David Cameron Sunday, 10 April 2005 17:14

BMW and Alfa Romeo have shared the honours in the opening rounds of the World Touring Car Championship after James Thompson stormed to victory in an eventful second race in Monza.

Thompson, who was seventh in the first race, started second on the grid after the top eight formed up in reverse order. The Briton made light work of claiming the lead, storming past a slow starting Rickard Rydell who had the amended pole, and got to work setting about building a lead from the rest of the field.

Behind the pair Fabrizio Giovanardi stalled on the second row, briefly holding up the pack behind him. BMW teammates Antonio Garcia and Dirk Muller were quickly by the stricken car, and their powerful starts allowed them to pass the poleman by the first chicane.

By lap two Augusto Farfus had also caught Rydell, and in a moment of over-enthusiasm punted the Swede off the track from behind. The SEAT team were clearly distraught, although teammate Jordi Gene spared their dignity by running a strong race in the points.

The usual season-opening antics that were missing from the first round came to the fore in the second, with Roberto Colciago spearing off track at Lesmo on lap five, and BMW's Gianluca de Lorenzi and Chevrolet's Robert Huff running each other off one lap later.

Meanwhile at the front of the race Garcia was pulling back Thompson's lead, but he lost two places after locking a wheel and running slightly wide. Approaching the first chicane on lap six the front runners all tried to take the corner together - Thompson cut across the grass to avoid his pursuers, Farfus also ran wide, while Muller and Gabriele Tarquini collided, with the Italian coming off second best and being dumped out of the race.

Meanwhile the drive of the meeting was owned by Jorg Muller, who started at the back of the grid but managed to slice his way through almost the entire grid. On the final lap he had caught third placed Garcia, who just managed to keep the German behind him to claim the final step of the podium behind Thompson and Dirk Muller.

After the race the top two men of the day were thrilled with their first day at work. Thompson noted: "It was a fantastic race from where I was sat - I had a great race with Dirk!

"After the first race we said okay, we'll take seventh on the grid and have a real push in the second race, and it certainly worked well for us."

A beaming Dirk Muller knew there was little more for him to prove on the day: "First and second, and a pole position yesterday, is a fantastic start to the season. James was really doing his job perfectly and defending like hell!

"I was quicker but I just couldn't get past him. I have a big hole on one side [of the car] and a big hole on the other side because people were crashing into me, but it is still a great start to the series."



Spring Fling

Alfa Romeo Owners of St Louis

Phil Dean, Pres (636) 795-5015

Norma Urani, Registration (314) 638-9729

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

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.

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



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

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

Apr 29 -
 May 1

Spring Fling
 Washington MO