



# *i Saluti*

**INSIDE:**

2005 St Louis AROC Calendar ..... 2

Road Rally News ..... 2

Confessions of an Alfahaulic ..... 3

Leaking Carbs ..... 5

Classifieds ..... 5

Directions to Alfa Day at the Lake ..... 6

Fiat Freakout ..... 8

Fiat Challenges ..... 9

Hermann Tour Info ..... 9

Alfisti Cooks ..... 10

Concorso D'Eleganza Villa d'Este ..... 11

## Note Bene

by Phil Dean, Pres

### Premium Platform...

All the magazines speculate about FIAT's money troubles and Ferrari-Maserati D-I-V-O-R-C-E and what it means for Alfa's return to world revival and USA market. I will summarize the gossip, as some of the magazines have details not published much in the US press.

Autoweek of June 27 is most optimistic. Alfa returns to USA in 2009 "at the earliest", according to Alfa/Maserati CEO Karl-Heinz Kalbfell. He laments the USA market is most challenging due to emissions and safety regulations..(remember that, when electing National officeholders in 2006/2008, etc!). "An analysis of US reentry possibilities will start in 2007."

Yeah yeah yeah, but what kinda cars? Chevy Cavalier engines or what?

Maserati merger with Alfa (sold off from Ferrari as less Masers sold than F-cars, which was NOT the plan) brings on the "premium platform". Ferrari may still supply engines to

*continues on page 4*

Next event . . .

## Alfa Day at the Lake

*3 pm Boating, swimming, splashing, fishing*  
*5 pm Dinner and polite conversation*  
**Saturday July 23 Lake Tishomingo**

Join us for a day of water sports and relaxation at picturesque Lake Tishomingo, a short drive away in Jefferson County. Bring your Alfa (or not) and bring your swimming togs, water shoes, float noodles (or favorite water toy).

Janet's making BBQ pork, bring a side dish to share. RSVP to Janet at (314) 962-7833 or (636) 285-0813 or [jhirsch@catenary.com](mailto:jhirsch@catenary.com). Map and directions on page 6.



Coming in August . . .

## Picnic!!

**Sat August 27, 3 pm**

Walt & Marian Hatcher's

Washington MO

bring: covered dish

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

Bring a dish of something good -- salad, dessert, or side dish (single guys may be exempt, but purchased items are acceptable) share and **ENJOY!** Join us and have a good time. The club will provide main course, beer, and soft drinks..

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

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**St Louis AROC website**

[www.catenary.com/isaluti](http://www.catenary.com/isaluti)

**President**

Phil Dean  
409 E Main St  
Warrenton MO 63383  
(636) 795-5015 cell  
(636) 456-DEAN home  
pdeanmd@earthlink.net

**Vice-President**

John Ryman  
RR2 Box 115  
Virginia IL 62691  
(217) 323-2046  
ryman@casscomm.com

**Secretary & Recipe Maven**

Sue Houser  
12736 W Watson  
St Louis MO 63127  
(314) 842-4832  
alfadesign@charter.net

**Treasurer**

Jane Rauth  
27 Marsally  
St Louis MO 63131  
(314) 991-4890  
jrauth@absorene.com

**Newsletter**

Rich and Janet Hirsch  
6089 S Lakeshore Dr  
Hillsboro MO 63050  
(636) 285-0813 voice  
(314) 962-8037 fax  
rhirsch@catenary.com

**Program Advisor**

Dan Murphy  
433 Clearview Dr  
Belleville IL 62223  
(618) 236-6322  
murphydc@charter.net

**Director**

Walt Hatcher  
Washington MO 63090  
(636) 239-2690 voice  
(636) 239-3006 fax

**Tech Advisor**

Bob Volpe  
2103 County Cork Dr, Apt 2  
Chesterfield MO 63017  
(314) 731-0914 office

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## 2005 Calendar

Jul 23 (Saturday)	Day at the Lake (Rich and Janet Hirsch)
Aug 27 (Saturday)	Alfa Picnic in Washington MO (Walt and Marian Hatcher)
Sep 17 (Saturday)	Greentree Festival Car Show (Harden Ervin)
Sep 24 (Saturday)	Hermann Tour (Chuck & Sally Workman and Dale & Juanita Dodd)
Oct 2 (Sunday)	Tech Day at Volpe's Shop
Oct 9 (Sunday)	Columbus Day Parade (Norma U.)
Oct 28 - 30	Eureka Springs AR (Kansas City AROC)
Nov 5 (Saturday)	Planning Meeting (Ralph and Jane C.)
Dec 11 (Sunday)	Christmas Party (Mike and Sue H.)

## ROAD RALLY NEWS

by Mick Houser

2005 is/will be a very busy year both in the St. Louis area or other places. Y'all have a chance to come out and show off a little bit or at least spend some time "driving" instead of just sitting around letting your favorite toy gather dust!!!!

**Local SCCA events.**

**September 25 & November 20** - No info on these as of now. Will update when more details are available.

**October 21-23** - The United States Road Rally Challenge returns to the St. Louis area. This event was last held here in 2001. In 2005, headquarters will be at the Drury Inn in Fairview Heights. We really need warm bodies to help out at control locations or ride along in either the "sweep" or "finish" car for any of the three days.





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## The Confessions of an Alfahaulic

by Chuck Workman, St Louis AROC

In the Fall of 2002, while Sally and I were attending a reunion of my fraternity (SAE) in Columbia, we had the pleasure of seeing Walt and Marian Hatcher. Walt had been in the fraternity house the same time I was, but we lost touch over the years. We were surprised to learn that they lived in Washington, Mo., just a half-hour's drive from Hermann. They invited us to their home a few weeks later. It was then that Walt showed me his 1988 Alfa Spider Graduate. Seeing that beautiful car triggered my memory of the first "little toy" that we owned.

### Our first Sports Car - The MG

Sally and I had always been sports car enthusiasts. We had first gone the MG route, buying a used 1952 MG TD when we lived in Jacksonville, Florida. That car was a hard riding vehicle with side curtains and an engine that required continuous attention, especially to oil leaks. I was able to do most of the work myself, but needed help when the engine cried for total rebuilding. We had joined the SCCA and had taken tours with the Jacksonville Club, including the thrill of competing in a rally on the then new Daytona Speedway. One of the members offered to help me restore the MG's engine, so I took the car over to his house one weekend, where I learned how to seat the valves. (the old way, by hand) While there I had the chance to see his car, a 1959 Giulietta Spider, in Alfa red, of course. In fact, his wife had a duplicate car in white. They were beautiful - and they had real roll-up windows, not side curtains! Right then and there I swore that someday I'd own one of those things.

### Life without a Sports Car

A short time later we traded the MG for a Triumph Herald convertible that could hold two adults and two small children. This wasn't a true sports car, but was a fun car to drive. (And it had roll-up windows.) Our ownership of that car lasted just a short time until our third child, son, Lee, was born. Then we had to go the station wagon route like so many of our generation - little leagues, Boy Scouts, Girl Scouts, etc. No more "toy cars", except for one Austin-Healey 3000 that I thought I was going to get, but didn't. Ask me sometime and I'll explain that.

We finally moved back to St. Louis in 1973, and shortly thereafter I became interested in Model A Fords. I restored three of them before we moved to Hermann. But they weren't Sports cars. Which brings us up to meeting Walt and Marian Hatcher.

It didn't take much discussion on Alfas to rekindle my

memory of those Giuliettas I'd seen in Florida those many years ago. But winter was approaching and nobody wants a convertible in that weather. Right? Wrong.

### How to buy a Spider??

One evening in early April of 2003, my computer was turned on and I had nothing else to do, so I just clicked on eBay and typed in "Alfa Romeo". Wow! Look at all those cars. One that caught my eye was a red 1986 Spider Veloce offered by someone in Warrensburg, Missouri. It was described to be in excellent condition and the photos did make it look good. So I bookmarked it and decided to check back later. I liked the idea that it was in Missouri and only a two hour drive from



Hermann. If I decided to bid on the car and bought it, I wouldn't have to go to California or Florida to get it. When I checked on the car the next day (a Saturday) it hadn't met reserve and the bidding was closed. So I called the owner, who described everything in glowing terms. I made arrangements to inspect the car and on Sunday I took the train to Warrensburg. I told Sally that either I'd buy the car and drive it home, or I'd be back on the 6:30 train that evening. The guy met me at the depot where the car was parked. I could see it as I stepped off the train. I was hooked! I didn't even try to bargain with the guy. I drove it home on I-70 with the top down and a speedometer that didn't work. I just followed a car that turned out to be a Corvette, so I guess we may have been doing at least the speed limit. I was in heaven We were back in the Sports Car game again.

### My First Alfa Restoration

I spent the next week inspecting what I'd bought and learning what the seller didn't tell me. Most obvious was the considerable rot on the rocker panels, nonworking tach and speedometer, plus noises in the engine that I'd not noticed. Otherwise the paint, interior, and top were in good condition. The Michelin tires also looked good, but I soon discovered that they had cracks in the sidewalls and had to be replaced. Anyway, the next weekend we drove over to Hatcher's to show off our beauty. Walt presented me with an Alfa hat and an application for the AROC club. Joining the St. Louis Chapter was the best thing we did. Over the next year we had lots of help from the club members that enabled me to restore the car. I won't go into the details of what I had to buy and what I finally had invested in the car, but it was considerable. I'm sure all of you members are aware of those things. I bought so much from International

## Denim Alfa Romeo Shirts



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*Note Bene continued from page 1*

Maserati and "paint the bodies."

Premium platform will be the basis for Kamal 4X4 crossover vehicle for Alfa (yuck!). Alfa 159 sedan will use same platform, along with sportwagon and Brera SPIDER. This platform was a joint development with SAAB when Fiat and GM were married, but SAAB pulled out of the "menage a trois" too.

Kalbfell says in EVO magazine. "Alfa must go world-wide to have enough substance to be a brand of its own". Alfa should be good for 300K cars a year. "The USA is a huge market". "Alfa needs to improve its dealers.."

The 159 sedan, named after famous Grand-Prix race car post-war..will be "rational" as well as "emotional". Four banger engines, Diesel turbos (3 kinds) and a 3.2 liter V-6 with 260 bhp and 237 lbs torque with chain-driven camshafts.

The V6 starts as an Aussie-made Holden V6, then shipped to USA where it's dismantled..then "unique" cylinder heads are shipped to Poigliano d'Arco (Italia) to be reassembled. Also, some engine blocks will come from Teksid in Mexico (owned by FIAT). Engine has direct injection and continuously variable timing.

Gearboxes are a selespeed auto thing or a six speed "Aisin" auto to drive front wheels, or Q4 option for V6 for snowbound commuters. 4WD system splits torque 43% front and 57% rear..to give a "rear drive feel".

Alfa 159s will have keyless entry and starting with

*continues on page 5*

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(Across from Grandpa's)

**388-1181**  
10617 New Halls Ferry  
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(1/2 mile south of I-270)

from the 750 - 101 Giulietta list

## Leaking Carbs

**T**he biggest problem with the Solex carbs is that the top warps and allows leaks to occur. The rest of the carb should not leak.

Lead plugs in the DCOE and DCO3 carbs are very easy to replace. Drill a small hole in the old plug. Get a small body slide hammer and attach a small sheet metal screw at the end. Use this to extract the old plug. Clean the bore with a Dremel mounted wire brush. Finally install and secure the new lead plug with a punch.

The lead plugs are simple to make from solid core solder of the appropriate diameter. Most good hardware or welding shops have this in stock. One roll will last a lifetime. Lead shot is really not correct as the plugs are about 2 times as long as the diameter. — Tom Sahines

**S**olex carbs can leak from almost anywhere. Check all of the outboarded jet seals. Check the emulsion tube connection (two) at the base of the tubes, if these are loose, they are below fuel level and will leak. Clean, dry and then seal with epoxy.

Flooding due to problems with float level, leakup, or maladjustment. See my article in Alfa Owner covering this subject. Can dig it up if interested.

Weber carbs are a different breed. There's no outboard places to leak, except the cover at the bottom of the carbs. I've never seen a leak there. Flooding due to wrong fuel level or bad "leakup" can dump fuel internally into the throats,

which tilt towards the engine! Bad news.

Lead plugs: For years I've left these alone, and have never had one leak. Some folks have been driven to remove these plugs (as I have, recently) to clean the cross-ports.

The proper size lead shot from your friendly gunsmith can be used to seal the cleaned ports. I like to tap these holes for Allen screws and seal them with Loctite.

Also, Solex carbs have an escape route for flooded carbs. The small hole at the bottom of the inlet manifold has, or should have a plastic drain tube going down to the sump area via a small steel bracket to the ground. [early 750's did not have this tube]. — Les Hurlock



## For Sale

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

- **Folding Travel Chairs**, red with Alfa Romeo embroidery. 2 chairs w/o arms \$20 each. 2 chairs with arms \$25 each. Steve Coldewe 636-464-4019 alfa57@sbcglobal.net.



*Note Bene continued from page 4*

starter button (like my Dad's old 1959 TR-3). Sat Nav etc too. Hands free telephones. ESP traction system called VDC. Radio with MP3 player for Bob Volpe type ex musicians. Said to score against BMW 3 series. I say 4 doors is for work-tax deduction vehicle only. Six headlamps a plus.

### Joke breaks

- **Pretending Ferrari**: A 32 year old British guy who was **ARRESTED** after running around a shopping mall, dressed in Ferrari outfit (red shoes too?), clutching a steering wheel and "pretending to be an F-1 car". Court charge of "causing an obstruction". No photos available. -- from "the Sun" (Lymie publication):

- **Tricky trade in** (aka "we shoot all the used car dealers"): A dealer in Ohio offers to "pay you the original MSRP" for your used car. **BUT**, The small print says deductions for:

- Equipment failure
- Body damage
- Prevailing market conditions


- Mileage deduction of 35 cents per mile with dealer deduction of at **LEAST** 12,000 miles per year.

Now we go "see the manager" ..with our Alfetta trade or Ford SUV trade in value...

Dealer calculators start clicking away (by the gal with too much makeup/jewelry from old boyfriends and broken nails in a polyester dress and cheap Walmart shoes..) after a few dirty jokes and a 20 min conversation about the local baseball team..(just like scene from FARGO movie)

*continues on page 6*

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Note Bene continued from page 5

The Answer: Your 5 year old Ford Explorer would face a \$21,000 mileage deduction before counting ANY of the other deductions. Original MSRP for a Ford Explorer was \$20,065!

• Old Rubbers: Guy with yellow Ferrari 308GTB, 1980 vintage was caught on Washington state gas station video-monitor having his car explode in fiery inferno as he is sitting by gas pump pumping premium. Store manager also seen on tape running over and pulling same gas hose outa Ferrari gas tank receptacle (I guess to keep the whole place from the big boom).

Good news? F car owner only with burned eyebrows. Car is totalled. He has 360 and Porsches too, so this is not the guy who saved and saved for first Ferrari or something.

See video photos on net at www.Ferrarichat.com under "general discussion" and under "308 explosion" or some such title. The cause? Rotten 25 year old three inch, gas filler rubber from fender to the tank, pouring gas over hot mid-engined, 4 cam engine.

Moral? Stay away from old rubbers.

FIAT money again.. '04 stats.. "Prancing Horse" v 155 Ferrari had record year, (breaking records for 12th consecutive year) selling 4900 cars as opposed to 4300 cars in '03. Revenues 1.5 billion Euros compared to 1.26 Euros the year before.: • US market only rose 4%, Japs had 38% gain, U.K had 19% gain, even France had 14% gain. • Ferrari t shirts and laptops, etc? 200 million Euros in sales in '04. • Maserati sold 4600 cars in '04, a 60% increase from '03..but the plan was for Masers to sell more than F cars..so "sell that dog off to Alfa" ..hahaha • Maserati to "a new collaboration with Alfa Romeo under FIAT's wing" • Ferrari IPO still put on hold for now (ask Graham later for details). • FIAT Auto is 8 billion Euros in DEBT, operating loss for 5 of last 6 yrs. FIAT still owns 56.5% of Ferrari. Maserati depreciation is brutal, low mileage 2002 models sell for less than 1/2 of new price.

"Investment Biker" excerpts..by Jim Rogers (Random House).. Around the world on a motorcycle. (If you founded "Quantum Fund" you too could have retired at age 37):

China justice.,p77: "Fresh political posters were enquired about...the thin schoolteacher with nicotine stained fingers

continues on page 11

## Directions to Alfa Day at the Lake

**Saturday July 23, 3pm**  
6089 S Lakeshore Dr, Jefferson County

Lake Tishomingo is 22 miles (about 30 min) from the intersection of I-270 and Hwy 21 (Tesson Ferry Rd).



6089 S Lakeshore Dr, (636) 285 0813

### Mileage

- 0.0 Exit I-270 south onto Hwy-21
- 15.0 Exit 4-lane Hwy-21 at "Old Rt 21, Schenk Rd." Turn right towards Hillsboro and continue south on 2-lane Hwy-21.
- 17.0 Turn right off Hwy-21 onto Tishomingo Road, which is about one block beyond Tower Road and a large microwave antenna complex.
- 19.6 Continue on Tishomingo Rd past 4-way stop at Hillsboro-House Spgs Rd.
- 20.2 Stop at the guard shack. If the gate is DOWN raise the gate by typing the gate pass number:

**8168**

or scroll to 'Hirsch' on computer screen and enter number located near our name into the keypad. We will buzz you in.

Once past the gate, turn left onto S. Lakeshore Dr. Go about 1 mile to 6089 S. Lakeshore Dr. 636 285-0813.



*Confessions continued from page 3*

Auto Parts that they gave me a year's subscription to Car and Driver magazine!

## Our Second Alfa

The '86 Spider, Series 3 (1983-90) really met our needs(?) for a fun and dependable car. But after reading every book I could find on Alfas and attending most of the club functions, I began looking at other body styles. I would have liked to gotten a Giulietta or a Series 1 Duetto, (1966-67), but they were a little out of my price range. I did like both the Kamm Tail Series 2 (1969-82) or the Series 4 (1991-93), the latter of which also appeared to be out of my price range.

In early December of 2004 I received an email from Rich Hirsch with a note that a guy in Lee's Summit, had a 1978 Series 2 for sale. He wasn't a member of AROC, but had bought the car new in California, but moved it to Lee's Summit, MO in 1995. He felt that the car was getting old and might soon need some extensive work. Well, I called him that night and asked all the questions that I felt I would need to decide whether or not to buy the car. He told me all he knew about the car, which wasn't much. I got the impression that he did keep up regular service, but mechanics were out of his league. I told him that I would be in Kansas City in January and if he hadn't sold the car by then, I'd like to see it. He agreed to hold for me. (Actually he didn't get any other calls!) When I arrived in Lee's Summit on a frigid January day, the car was in the garage (where he'd always kept it), but it was at the rear of the garage, crossways in front of a non-Alfa sedan. He said he'd tried to start the car, but the battery was dead. I was disappointed to see that the rockers were somewhat rusted, but not as bad as was the '86 I'd just completed. But I did go over the non-starting engine pretty good and everything looked to be ok. On the negative side, the seats were torn and the carpet needed replacing. The paint on the car was dull orange/red (but original) and would need at least buffing out. No problem there, unless it need repainting. (It didn't.) The speedometer read 94,927 miles, but all in all, the car was worth restoring. And it was a one owner, which was a plus.

With icicles on my nose and fingers, we went into his house to have coffee and discuss price. He said that after closer inspection, he thought his price had been too high and that he could lower it by two thousand dollars! That was way below the figure that I was prepared to offer. We completed the deal then and there.

Two weeks later, a friend and I took a trailer to Gray's Summit and brought the Alfa to Hermann. With the cold temperatures, it remained untouched in the garage for three months. In the meantime, I bought and replaced all the parts that were obviously needed, but I wasn't brave enough to tackle the Spica fuel injection myself. When the weather warmed up, Rich Hirsch generously came out to Hermann and we started the car on April 22. I spent the rest of 2004 restoring it.

Now, with two running Alfa Spiders, two Detroit monsters, and a necessary (in Hermann) "pick-em-up", we were out of garage space. I'd already rented a single garage just down the alley, and Sally's new car was parked on the

street. Not good. Something had to go and I finally convinced Sally that the '86 (her favorite) was it. By coincidence, our friends, Dale and Juanita Dodd, here in Hermann, asked if we'd consider selling one of the Alfas. We negotiated for a few days and they wound up owning the '86. Dale is a tough negotiator, so all you club owners beware! But we're very happy that they got the Spider. We often go on tours together, and they love it. They are also now members of the St. Louis Alfa Romeo Owners Club.

I have to say that I was really pleased about the way the '78 Spider turned out. I guess the I was more gratified at this past Spring Fling, when Rich Hirsch said that I had really done a nice job of the restoration. Getting a compliment like that from him is something special.

In the process of restoring the '78 Spider, I bought a lot of parts on eBay. I'm sure you all know about that. And you also know that if you search eBay for "Alfa Romeo Spider", in addition to parts, you'll see a lot of Alfa Spider's for sale. This brings us to another subject.

*continues next month*




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*Fiat Freakout continued from page 8*

Picture" snapped, the cars were not repositioned for best display. Instead, they were left close-packed, which meant that decent photos could not be taken of individual cars and owners could not set up chairs next to the cars. So, if there was a question or compliment about a car, the owner could probably not be found.

- The method of dispensing door prizes at the banquet. For a while I thought the FFO banquets had been organized by PBS (Public Broadcasting Service), based on the emphasis on fund raising. But alas, Sissel was nowhere to be found. Door prizes could only be won by those buying a raffle ticket. Buying a ticket to the banquet was not enough. Also, there were multiple silent auctions for items such as shift knobs and a (long) live auction for an out-of-print book. In FLU's defense, the organization only has about 500 members nationally, so I suppose funds raised at FFO keep membership fees down, but it's a stark contrast to the normal Alfa run banquet.

### *The Ugly*

- The weather—relentless heat. Some time ago I went to an Alfa convention in Atlanta. At the time I thought, this must be what a concours on Venus is like. At the FFO concours I thought, this must be what a concours on Mercury is like.

- The trash on the water Sat. and Sun. morning on Lake of the Ozarks.



## Fiat Freakout 2005



*Janet's version of "The Picture"*

by Rich Hirsch, St Louis AROC

The yearly national meeting of the Fiat Lancia Union (FLU) was held this year at Lake of the Ozarks. Since the Alfa convention was in Seattle this year, too far away for local Alfisti, many St Louis and Kansas City Alfa Club members chose to attend the FLU meeting to appease their Italian car fever. The meet, called Fiat Freakout (FFO), took place at Tan-Tar-a over four days in June 23 - 26.

Scheduled events included four (!) banquets and a concours. As expected, most of the cars present at the meet were '70s - '80s 124 Spiders. There were a few oddballs, such



*The official photographer taking the official picture*

as a Fiat Dino, a Bravo, a '63 Fiat 1300, and a few Lancias, but no Fiat 500s or 600s. And then there were Alfas — seven in all. Attendees from St Louis were Ralph & Jane Coldewe, Steve & Sherri Coldewe, Dale & Juanita Dodd, Hal & Dorothy Fleming, Rich & Janet Hirsch, Michael Lains & Kara Brawley, Norma Urani & Janie Comerio, and Chuck & Sally Workman.

*photos by Janet H. & Jane Coldewe*



*Norma and Janie gave Ralph a ride in the back of Norma's spider.*

*Fix It Again,  
Tony?*

### *The Good*

- The Fiat owners. As expected the Fiat owners, like most Alfa owners were congenial and helpful. (Cars bring you into the Club, but the people keep you in.)



### *The Bad*

- The Concours setup. The purpose of the Concours was not to display the cars, but rather to capture "The Picture". Apparently, every year the FLU magazine features a photo of all of the cars at FFO crowded together in a parking lot. This photo is "The Picture". It is no mean feat to set up this picture. This year it took no less than 1.5 hr. The first step was to clear the parking lot of cars by sending them off on a 2-mile drive to have their pictures taken. When the cars returned they were carefully close packed into the lot for "The Picture". Unfortunately, the road leading up to the lot was steep and had a switch-back. Given that the cars were generally all older than '84, had standard trannies, and it took 1.5 hrs to get the cars parked, the air was filled with the smell of burnt clutch liner. While some drivers pulled out of line and waited for the crowd to subside, but most dutifully inched their way into the lot at the expense of their clutch. And once the lot was packed and "The

continues on page 7



*Jane and Janet work on a final cleaning of Ralph's Giulietta.*

from [www.autoweek.com](http://www.autoweek.com)

## Despite challenges, Ferrari's American CEO likes automaker's US position

by Diana Kurylko, 7/8/05

NEW YORK - Maurizio Parlato strode into the Ferrari showroom in Manhattan carrying a large red briefcase that contrasted with his pale yellow leather pants. The tall, lean, blond CEO of Ferrari of North America scanned the floor to see who was looking at what car.

Parlato likes taking the pulse of his buyers several times a week in Ferrari's showroom in New York, just across the Hudson River from Ferrari and Maserati headquarters in Englewood Cliffs, N.J.

The 41-year-old Italian executive likes what he sees at his Park Avenue boutique: plenty of Big Apple big shooters and lots of well-heeled tourists.

With three of its four car lines sold out for at least 18 months, Ferrari of North America is probably the envy of most ultraluxury brands. But even Ferrari's North American profits had been suffering because of the strong euro.

This year, Parlato says profits on U.S. car sales are getting fatter. The change in fortunes is the result of a stronger dollar and a growing customizing program. Ferrari is promoting options ranging from custom colors and trim to fancy features, such as racing seats, red brake calipers and Bluetooth technology.

The average amount spent on customizing per vehicle has jumped from \$1,500 in 1999 to nearly \$10,000, Parlato says.

To ensure a profit in North America, extra cars have been allocated. Ferrari plans to increase sales to 1,500 units, from 1,440 last year - triple the number of vehicles it sold 10 years ago. Ferrari will produce only 4,000 cars this year, and North America typically gets at least 30 percent of its annual output, Parlato says.

### *Hearts of owners*

Why does Ferrari continue to have a mystique while supercars such as Lamborghini and Bugatti are struggling?

"Because we build cars that are unbelievable in terms of technology and performance, and we don't make them available to everybody," Parlato says. "We are still a small company fighting against the giants, and that is why we know the hearts of our owners."

The Ferrari-owned showroom, which opened in November and is Ferrari's first factory-owned showroom in North America, is on prime real estate on Park Avenue. Cars aren't sold from the location, but every Ferrari and Maserati model is there to see and touch.

Parlato, who has been in the job for three years, lobbied hard for the showroom. He says the power and the money in New York had to be tapped. Across the street sits a corporate-owned Mercedes-Benz dealership. Farther down Park Avenue is a privately owned Audi store.

The New York region is one of Ferrari's biggest, with four dealerships in the tri-state area.

### *Fancy new stores*

Two Ferrari dealerships opened this year. The newest opened in April: Penske Wynn Ferrari Maserati in the new \$2.7 billion Wynn Las Vegas resort. Ferrari Maserati of Silicon Valley opened in March in Redwood City, Calif.

Ferrari's 36 North American dealerships, 32 of which are in the United States, have invested \$80 million in their stores in the past five years because of the 2002 Maserati relaunch. Every Ferrari dealer added a Maserati franchise.

The Fiat group, which owns both brands, took away Ferrari's control of Maserati on June 1 and combined it with Alfa Romeo, which will return to the United States in about 2007.

That means Ferrari/Maserati dealers also will get the Alfa Romeo brand, says Parlato, who gave up the title of CEO of Maserati of North America on Friday, July 1, to James Selwa, head of Rolls-Royce Motor Cars NA. Fiat hasn't provided details on the return of Alfa Romeo to the United States, other than saying it will likely be in 2007.

Parlato says the relaunch of the less expensive Maserati brand also is the reason Ferrari won't offer a vehicle priced less than \$200,000. But there will be one to replace the \$652,000 Enzo supercar that went out of production in late 2004.




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## Hermann Tour, Tentative Schedule, Sept 24, 2005

**10:00 AM** Meet Saturday, September 24 at the commuter parking lot on the outer road just east of Hwy. 94 at Hwy. 40 (Weldon Springs exit) for tour to Hermann.

**1:00 AM** Arrive in Hermann. Park in FIRST BANK lot on Alley between East 1st & 2nd.

**11:30 AM** Lunch at the CONCERT HALL.

**1:00 PM** Winery tours and tasting.

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

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

Note: September is a busy time in Hermann. The weather should be great. Although this is a one day (Saturday) only event, if anyone wants to arrive earlier or stay Saturday night, they must let Chuck ([cworkman@ktis.net](mailto:cworkman@ktis.net) (573) 486-2800) or Dale ([djdodd@ktis.net](mailto:djdodd@ktis.net) (573) 486-3457) know if you need lodging. Hermann has two motels which we don't recommend, but have some excellent B&B's. But these fill up fast, so don't wait. Make reservations BEFORE August 25.



## Alfisti Cooks!

by Sue Houser

The next event for our Alfa Club is the Lake Party hosted by Rich and Janet Hirsch. This is always such a great party, with good friends, good food and a fantastic location. Life just seems to slow down whether you're bobbing around in the lake or relaxing lakeside. I can feel my blood pressure lowering, just thinking about it.

That leads into this month's recipe. Rich Hirsch always brings his delicious, homemade bread to every event. It is appropriate to publish his recipe for **Honey Wheat Bread**.

### Rich Hirsch's Honey Wheat Bread

1 1/2 cups water  
 3 tablespoons olive oil  
 5 tablespoons honey  
 (may substitute molasses or maple syrup)  
 3 1/2 cups wheat flour blend, 10 ounces  
 (Gold Metal "Better for Wheat Bread" Speciality Blend)  
 1/4 cup sunflower seeds, chopped  
 1/4 cup walnuts, chopped  
 1 1/2 teaspoons salt  
 1-tablespoon instant yeast

Combine all ingredients except sunflower seeds and walnuts into a bread machine loaf pan. Honey may be microwaved briefly to make it easier to pour. After the initial kneading has stopped (about 20 minutes in Rich's bread machine), spread out sunflower seeds and walnuts on a large flat surface, remove the dough from the loaf pan and knead the bread over the seeds/nuts to incorporate them into the dough. Next, remove the mixing paddle from the loaf pan and return the dough to the loaf pan. Return the dough to the loaf pan to finish the baking cycle.

If you don't have a bread machine, allow the dough to rise in a greased, covered bowl for 1 hour. Shape and place in a lightly greased 8 1/2" x 4 1/2" bread pan. Cover the pan with lightly greased plastic wrap and allow it to rise about 1 hour. Bake in a preheated 350-degree oven for 45 minutes, tenting it lightly with aluminum foil for the final 20 minutes of baking.

Thanks, Rich for sharing your wonderful bread recipe. It is always such a taste treat.

On a sad note, our beloved cat, Sadie, lost her battle with cancer this month. She was almost 16. The house is not the same without her. Sean is now 5 months old and is quite handful. Sadie kept him in his place.

Woofs and Meow,  
 Sue



Sean the Collie puppy.

*Note Bene continued from page 6*

moves closer to whisper the explanation...Mr Li looked around furtively and edged closer to speak in a low tone. This poster announcing the pending execution of two criminals. What had they done? I asked. Brandishing long pig knives, said Mr Li, these men in their late twenties had broken into a widow's house, robbed and injured her. They had been found guilty..sentenced to die. How would it be done?"

"With a pistol shot. They or their families would buy two bullets to execute them with.. The police.would drive around until a suitable burial site was found..then criminals dig their own graves...no coffins..once graves dug, then a swift end of them. Filled with unease, we pushed on."

**Amphicar to the Hirsch's?** (wet dreams)

"Classic Car" July '05 issue: "Can you tell me where I can find a right hand drive Amphicar?"..

Answer: just 100 were made..barely a quarter survive in U.K. \$20K for an easy restoration project. \$50K for a good original or restored car. "Old Car Trader"...July '05, p 109 has a 1963 for sale in Yuma Arizona..(no rust eh?).."perfect restoration..only 300 miles after that..Four speed with duel (sic) prop...new everything..don't miss out, \$44K or possible trades.phone: 928-899-2412 if I win the Lottery before 7-23-05 event!

"Imported Cars" relates...the Amphicars first public appearance was NY Auto Show on April fools day, 1961. called "the sportscar that swims"...A set of four soldiers in 1962 crossed the English Channel in one as publicity stunt.-- "the steering is vague, behaves like a boat...brake pedal requires the strength of Hercules," "ride is an uncertain, billowy, wobbling motion"... Tom McCahill of "Mechanix Illustrated" advised in 1961, "the guy who owns one of these at any lake....this summer...will be the hit of the season.."

Specs? 21.6 inches of free board..gas tank in the bow..nav lights, floating battery..An extra locking lever sealed each door..front wheels as rudders of a sort..braking in water was "shifting into reverse and hit the gas"... Pushrod engine was by Std Motor Comp, Hermes tranny. (U.K.)..four cylinder TRIUMPH Herald engine gave 43 hp at 4700rpm. Torque 61 lb-ft. Single Solex carburetor. 12 volt LUCAS electrics. 170 inch length. 59 in. tall, 60.3 in. wide. Tires? 6.40 x 13, two nylon rear props..drum brakes, 10.8 gal gas tank. Collapsable cabriolet top, easily removed with zippers. turning circle 32 feet.. Major options: radio (\$63).anchor (\$12.95), MARINE KIT: paddles, cushions which float, FLARES, fiire extinguishers, etc. kit (\$49.95), Top speed 75 mph land,.10 mph water....zero to 60 in 43 seconds...(calender anyone?)..quarter mile in 25.2 secs at 52 mph., mileage 32 mpg ground...1.5 gals per hour on water.

By 1967, there were 71 Amphicar dealers in USA..narrow tires and high center of gravity..made it drive like a boat.. BUT, any salt water made the body have "horrendous corrosion"..About 800 cars built, 600 came to US..The firm expired in 1968.."never turned a profit". Yeah, but did it have a "Premium Platform"???

See ya at the Lake Event 7-23-05!

P Dean, MD



from [www.autoweek.com](http://www.autoweek.com)

## Concorso d'Eleganza Villa d'Este: Impeccable style, even in the wet

by Matt Davis, 7/4/05

What is known today as the Villa d'Este on Lake Como in Cernobbio, Italy, started life in 1570. The Concorso d'Eleganza Villa d'Este didn't start here until September 1929--handily, just in time for the Wall Street crash--but for centuries this glorious spot has been the site of stately spectacles of all sorts.

The 2005 event celebrated 76 years since the concorso began, though it is the 20th edition. Of particular note at the April show: the 75th anniversary of Stabilimenti Farina, later renamed Pininfarina; the 50th anniversary for the BMW one-door Isetta, created by the Iso Refrigerator Co. in Milan after World War II; and the 50th anniversary for the gorgeous BMW 507 roadster. BMW has been Concorso d'Eleganza Villa d'Este's chief benefactor since 1997, hence the markings of significant BMW milestones.

But overshadowing everything this year was the rainy weather, the 1964 Alfa Romeo Canguro concept car by Bertone, which was thought to be a long-lost one-off, and an impeccable 1951 Ferrari 212 Spider Vignale.

It was widely believed the beautiful Canguro--Italian for kangaroo--was in a terrible accident during a test-drive in the hands of a journalist 30 some years ago. It was said the fiberglass body was disposed of and the Alfa TZ2 chassis, No. 101 (T for Tubolare, referring to the tubular frame, and Z for the Zagato styling), was indiscriminately sold.

### *Alfa Romeo Canguro*

It's true the Canguro was in an accident with a journalist driving the car in the 1970s, but the body and the chassis were not entirely lost. A German client bought the wrecked Canguro, including its unusual-for-the-time, 13-inch forged-magnesium wheels, for less than \$50. He found the car in a junk heap behind the Bertone workshops in Grugliasco near Turin in the late 1970s. A Japanese collector bought the car 20 years later, and what we saw at the Concorso d'Eleganza Villa d'Este may be the finest ever complete and authentic restoration of a postwar cult car.

In hindsight it seems unbelievable to think Alfa Romeo simply presented Nuccio Bertone with this TZ2 chassis (14 were built) and told him to create a show car for the 1964 Paris Motor Show. Giorgio Giugiaro, then lead designer for Bertone, was in charge of the job. At just 41 inches tall, the TZ2 already was squat, but Giugiaro's design took another six inches off the height and used a dry-sump version of the 1570-cc four-cylinder engine to make the car wafer-thin in profile.



1964 Alfa Romeo Canguro concept car by Bertone.

Quite rightly, the Alfa Romeo Canguro took home the Trofeo BMW Group Best in Show award as voted by the jury, the Trofeo Corrado Millanta for best car in voting by the press, and the class win for all cars from the 1960s.

An even smaller entry took both the Coppa d'Oro di Villa d'Este by referendum among invited guests and the 1940-59 class win for open cars. The 1951 Ferrari 212 Spider with body by Vignale is a melt-in-your-mouth little nougat. After being used hard in various sports car races and

hillclimb events in Italy in the 1950s and '60s, it vanished until an American collection scooped it up and initiated the



1951 Ferrari 212 Spider with body by Vignale

restoration of this sexy two-tone car in the perfect spirit of Vignale.

Look for this cute one-off Ferrari to contend at Pebble Beach in August.



*45 Ferraris parked in the square ahead of Pope Benedict XVI's weekly blessing. At the end of the blessing, Benedict made a special mention of the group, saying, "We see them, and soon we'll hear them."*



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

## July 2005 AROC St Louis

Jul 23 Alfa Day at the Lake

SUN	MON	TUE	WED	THU	FRI	SAT	
						1	2
3	4	5	6	7	8	9	
10	11	12	13	14	15	16	
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