



i Saluti

INSIDE:

Alfa GT at Imola	3
Valve Cover Gasket Leak	5
Fall Picnic Photos	6
Tech Session at Volpe's	7
Wheel Bearing Replacement	8
Columbus Day Photos	9
Pope's Ferrari	9
Alfisti Cooks	10
Eureka Springs Registration	11

Note Bene

by Phil Dean, Pres

Cold Mountain?

I'm going to COLORADO on a business trip at the last moment, so COLD is the theme for this month's note. Many thanks to the Hatchers for memorable 9-11-04 picnic event--record crowd again. Very good cooks in the club and new members from Hermann, MO. Club roster is up to 45 now, a jump from 39 a few weeks ago, so we are ALL doing something right in the club.

Bob Volpe delivered the best tech session in St Louis AROC history. Instead of pointing out obvious flaws of our cars in a gravel parking lot with melting Italian ham on a paper plate next to a grease pit, we had full buffet with plenty of beverages while Bob and his three mechanics did thousands \$\$\$ of dollars of FREE WORK on a SUNDAY afternoon in his new, sparkling Ferguson shop. Amazing display and speed of work. My dash is apart, but that is a long story. Old 3.0L Milano allegedly for sale with 85K miles or so and out of state plates, so "make him offer no can refuse" etc.

Back to cold--it is cold outside and snowing in Vail as I prepare to leave. So, Russian Ferrari News of interest? Prancing Horse issue number
continues on page 10

Next event . . .

Fall Tour Sunday October 24, 11 am

This is a new tour route for us. Instead of the Illinois side, we will drive down the Missouri side to visit Crown Valley Winery in Ste Genevieve. It will be about a two-hour drive.

This is a new winery that has a very good product. Visitors walk through the gift shop and over a huge room filled with highly polished fermentation tanks into the large table-filled tasting area. If it is warm enough we can sit on the veranda and watch bison roam their huge estate. Bring snacks (but no beverages) or purchase cheese, crackers, and bread at the winery.

Meet at 11 am at Dierbergs Southroads Center 12420 Tesson Ferry Road, St. Louis, MO 63128.

Dierbergs is about half a mile south of exit 2 (Tesson Ferry Rd, Hwy 21) on I-270. We estimate the round trip to be about 120 to 150 miles. For more information contact Janet Hirsch, (314) 962-7833 or (636) 285-0813.

Fall Fling October 29-31, 2004 Romeo and Giulietta

This is a weekend event at the Inn of the Ozarks hosted by Strada Fantasma, KC AROC. Events include: Autocross, Rally, Banquet, Concours, and Awards brunch.

Make your hotel reservations early -- fall in the Ozarks is one of the most popular times and motels will run out of rooms quickly. Event registration form is on page 11. Directions to Eureka Springs on page 2.

Coming in November . . .

Annual Dinner & Planning Meeting Saturday November 6, 3 pm

Jane Rauth and Ralph Coldewe's, Frontenac MO

Come to the November meeting, talk Alfas, and help make plans for next year. We will choose a slate of officers to be elected by club members at the December meeting and develop a schedule of next year's events. Then at 5 pm enjoy Jane's famous chili.

Bring those great carved pumpkins leftover from Halloween and we will have a great candlelit display of spookiness.

Please RSVP to Jane at (314) 991-4890.

Directions: Exit Hwy 40 (I-64) at Spoeede. Go north on Spoeede about 50 feet to Hwy 40 Outer Road. Turn left (west) on the Outer Rd and continue on it until the road ends at Marsally. Ralph and Jane's house is the first on the left at 27 Marsally, (314) 991-4890.

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.

Permission is granted to other chapter newsletters to reproduce original material, provided that full credit is given to the author and AROCSL.

Subscription to this newsletter is included with membership to AROCSL. Annual subscription fee for nonmembers is \$20.

St Louis AROC website

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
470 Belleview
St Louis MO 63119
(314) 962-7833 voice
(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

Tech Advisor

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

Director

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

Disclaimer: One function of this newsletter is to publish technical information. Views expressed are those of the authors and not those of the editor of this newsletter, the St Louis chapter, the Alfa Romeo Owners Club, Alfa Romeo Distributors of North America, or the parent company. Any modifications attempted should be weighed against conventional, traditional, and generally accepted techniques and modifications. Modifications or procedures presented may violate state or federal laws and /or void warranties and they may not even work. This newsletter and its contributors will not assume any liability for consequences.

How to Get to Eureka Springs

It's about 300 miles from St Louis to Eureka Springs. Take I-44 west to exit 44 (about 30 miles west of Springfield MO). Go south on Hwy H about 12 miles to Hwy 60. Take Hwy 60 west to Monnett MO, then take route 37 south into Arkansas (34 miles). Just past the Arkansas border take Hwy 62 east to Eureka Springs. 🌿

2004 Calender

Oct	24	Fall Tour to Crown Valley Winery, leave Dierberg's Tesson Ferry 11 am Sunday
Oct	29-31	Eureka Springs AR weekend
Nov	6	Planning meeting at Jane and Ralph Coldewe's followed by dinner. 3 pm Saturday. RSVP.
Dec	12	Alfa Club Christmas Party at the Housers' home



Service, Parts, Quality Restoration

Harden Ervin alfaerwin@hotmail.com
(314) 520-1994



Graham Davis instructs Janet Hirsch on the fine points of reffridgerator door handle removal. We think Graham needs the handle for his 164 project.

from the Alfa Digest

Alfa Bertone Bodied GT at Imola

by George Graves

Alfa always loans me a car when I go to Italy because I write articles about them and sell the articles to US car magazines (see my article on the Alfa 147 GTA in the September 2003 Issue of "Sports Car International"). I try to pick models which will keep up the interest in the marque amongst US Alfisti, and apparently, Fiat/Alfa agrees. So I usually get sporty models rather than the more staid sedans and wagons (although, without doubt, the Alfa Romeo 156 Station Wagon is among the most beautiful automobiles on earth) which are Alfa Romeo's bread and butter.

This time, I requested and received the new Bertone bodied GT. This car is probably the closest thing that Alfa has built to the original GT of 1964 in layout and is also the logical successor to the GTV-6 that so many on the Alfa Digest seem to own. Like the GTV-6, the GT is based upon a more prosaic sedan chassis (in this case the 156 and in the GTV-6's case, the Alfetta Sedan) and like the GTV-6 and the original GT (nee GTV) is a 2+2. Of course, as we all know, the +2 part is mostly a joke as the seats are only good for very small children, the dog, or any packages which might fit back there. Anyway, the new GT is a very nice looking car in the flesh, but somewhat slab-sided looking in pictures. It is FWD (naturally, and unfortunately) has a 240 BHP DOHC V-6 and a six-speed manual gearbox (the F-1 type semi-auto is not available in Alfa's sixes). It also sports the biggest brakes I've ever seen on an Alfa. The front disk rotor is a full 15" in diameter with six-pot calipers. The rear brakes are 13.5" discs with 4-pot calipers. The car rides on 18" wheels, has 225 series wide tires (mine was shod with Pirelli P-Zeros). The car has beautifully designed leather sports seats which are substantial and have good support. The steering is Alfa's superfast variable-ratio power steering, and comes in at under 2 complete turns lock to lock. Like most of the FWD Alfa's I've driven (especially those with V-6's) the turning radius is atrocious. Three-point turns become 5-point, and a thirty-some-odd feet turning circle is more befitting a 16-wheeler than a car, but one gets used to it.

Start it up and the grins begin. First of all it has that Alfa V-6 sound. Nothing short of a Ferrari V-12 sounds anything like it for sheer visceral pleasure, and the car is quick and fast. I don't have any numbers, but it's 0-60 time has got to be in the low sixes, and the top speed is advertised at about 155 MPH (250 KPH).

Anyway, I picked this well-used press example up in Milan on the 4th of October, and immediately set out for Austria, Germany, and Switzerland via Bolzano and the Brenner pass. After about 5 days in those environs, I headed

back for Italy through Lucarno, and ended up heading to San Marino via the A-4 Autostrada. Passing the town of



Imola, I got off the A-4 in order to see if I could find the track - just on a lark, you understand. I also tried once to find Monza on an earlier trip and couldn't, so I didn't hold out much hope. Once I reached the SS9, which serves as Imola's main street, I saw signs everywhere, and soon found myself behind the pits at the Ferrari store. I was surprised to find the store open as it was approaching 6:00PM. I asked the lady in the store if she knew who I had to talk to in order to get on pit lane to take what automotive journalists call "beauty shots" of

the car. I had already decided to stay the night in Imola, so I was thinking that I might try to get to the pit lane the next day. The lady in the Ferrari store directed me to a manned gate around the corner, so I drove there, told the gate keeper what I wanted and he directed me to the office of the press relations coordinator just a few yards beyond the gate.

I explained that I had the car from Alfa, and wanted some pictures of the car taken in the pit lane, and the nice lady in the office looked at the press documents supplied to me by Fiat and said that she'd have someone meet me. A few minutes later, a young man named Simone came up to the car and led me through a pit door onto the pit lane. I took a number of shots of the car with my trusty Nikon D-70 from all angles, and then casually asked: "Any chance of taking the car out onto the track?" I wasn't expecting the answer I received: "Sure, there's no one out there this time of the evening, I'll give you five laps. Don't drive too fast, and if I wave you in, come right in." I couldn't believe my ears! Well, "too fast" is a matter for interpretation, isn't it? So without further ado, I jumped in the car, peeled out of the pit lane and onto one of the world's most famous Formula-One tracks! It was great. The car handles very well for a FWD, and I was able to drive what seemed to be very quick laps (not timed, unfortunately), but of course, that was very subjective and my times were probably terrible. On the first couple of laps, I early-apexed several turns, but by lap three, I was driving like Ed Schumacher (I don't know who Ed Schumacher is, but that's as close to comparing myself with Michael Schumacher as I am going to get). When the 5-laps were over, I was beat. I don't have any idea how these guys can last 50-60 laps in one of the grand-prix races. The answer is, of course, that they're young, and they're athletes. I'm neither.

At any rate, it was a thrill of a lifetime, and I'll never forget it.

How fast did I go? At the end of the long straight, just before I shutdown, I glanced at the speedo, it said, roughly, 245 KPH (150 mph).



Embroidered Alfa T-shirts



Heavy weight cotton t-shirt \$20

Four-color embroidery of lustrous Sulky rayon thread

Shirt Colors

navy, forest, charcoal, stone blue, natural, white

Sizes: medium, large, XL, XXL

Catenary Systems

470 Belleview

St Louis MO 63119

tel (314) 962-7833

fax (314) 962-8037

View color pictures and order on-line at the website:

www.catenary.com/store

visa • mc • amx • cod

Denim Alfa Romeo Shirts



100% Cotton Denim Shirt \$22

Embroidered with the Alfa Romeo logo in antique gold. Denim shades may vary.

size M, L, XL: \$22

size 2XL, 3XL: \$27

Call for info about other items:

duffle bags, totes, towels, tablecloth, napkins

Sue Houser

12736 W Watson

St Louis MO 63127

tel: (314) 842-4832

email: alfadesign@charter.net

View color pictures and order on-line at the website:

www.catenary.com/store

visa • mc • amx • cod

Custom and Sport Exhaust Systems are our Specialty!

Shouldn't your car sound as good as it looks?

Meineke Discount Mufflers & Brakes

15% Discount for Club Members

Owner: Bob Volpe, St Louis AROC

• Exhaust • CV Joints • Brakes • Front End • Shocks/Struts • Converters

Distributor of ANSA and Supersprint O.E. and Performance exhaust systems

Three locations to serve you:

521-0660
402 S Florissant
Ferguson MO 63135
(1 mile north of Hwy 70)

298-0887
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)

Valve Cover Gasket Leaking

Q: I have a '62 Giulia Spider. When I removed the cam cover I discovered that the gasket mating surface on the head, both fore and aft of the valve chain cavity, has dimples that look like they were made with a center punch. What is the purpose of these dimples?

A: Ivo Giulliani, was a factory (in Milano) trained Alfa wrench from Salem Oregon, "I like to work on Ferrari, Lancia, Maserati, Alfa Romeo... the rest I give a shit!" He used to seal valve cover gaskets by taking a trick from formica installers. He used contact cement on the valve cover and the gasket (both clean clean clean). He let the cement dry on both surfaces and then put the gasket on the valve cover. He put the whole unit on a very flat surface and weighted it down with a box of old Alfa parts and went home for the evening. After the cement was good and dry he installed the cover just a bit tighter than finger tight. I never saw one of his valve covers leak--nor do mine, because I do them the same way. (I use a 1300 block for weight). You may find that the oil on the front of the head that you think is coming from the valve cover is really coming from the plugs or plates on the head. Teflon tape will seal the leak from the plugs. The cam tensioner bolt can leak too, Teflon tape again.

I don't like the center punch trick, the metal displaced by the punch must go somewhere and what it does is make the area around the punch mark high. It actually makes the gasket not seal as well, even if it does stay put. My 2 Cents. -- Bill Gillham



For Sale

• **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

• **'86 Alfa Romeo Spider Quadrifoglio**, 64k orig miles. Silver with gray leather (red stitching). Car is in very good condition inside and out and runs well. It needs some minor attention (new top - I never put it up and new tires). I owned it for 4 years but a crazy travel schedule and the kids playing soccer, etc. have it sitting in the garage more than it should. Bob Volpe just did full engine overhaul (and new exhaust) about 1.5 years ago. Great car worth \$6k. Asking \$5k so you can buy a top and tires. Ken Stocker, 314-754-5912 w, 314-283-8728 c, Kenny.Stocker@riverfronttimes.com

• **Set of 5 "turbina" wheels**, circa 1975. Magnesium alloy, Chromodora (which are considered a bit better cast than the Campy's), 5 1/2 x 14, 37 mm offset, 108 mm bolt circle. Fit all 105/115 spiders, GTVs, Berlinas. They are in average condition except the spare, which is usable only as a spare. \$150 OBO. Robert Wilkinson, 314 362 2300 w, 314 918 0889 h, wilk@cellbio.wustl.edu



ALFA PARTS



America's Largest Distributor
INTERNATIONAL
auto parts

• Over 90,000 Parts In Stock • 30 Years Experience
 • Same Day Shipping • Satisfaction Guarantee

FREE CATALOG
1-800-788-4435
www.international-auto.com

Fall Picnic Photos

by Janet Hirsch



Mike Lains, Walt Hatcher, and Dan Murphy pose for the camera.



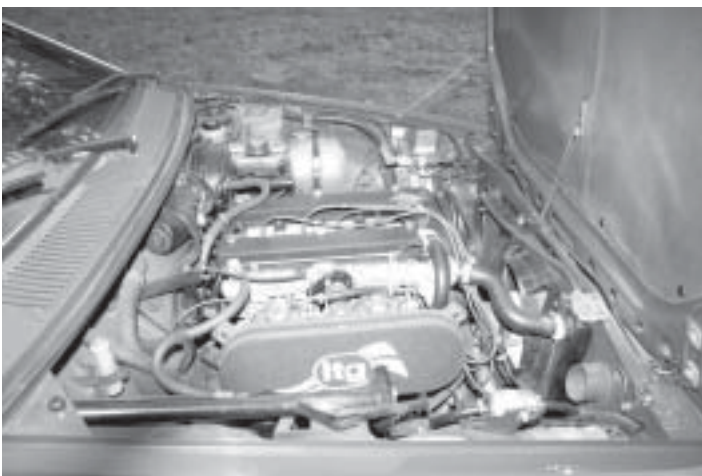
Rich Hirsch, Ralph Coldewe, Harden Ervin, and John Ryman inspect John's '76 Alfetta GT.



Harden Ervin's '72 GTV and Ralph Coldewe's '59 Giulietta in front of Walt and Marian Hatcher's house.



Graham Davis' chocolate cake with powdered sugar Alfa logo.



A closeup of the engine in John Ryman's '76 Alfetta GT.



Harden Ervin describes a facet of his GTV to John Ryman.

Tech Session at Volpe's

by Mike Houser

If you missed out on all the fun that took place Sunday September 26, then doom on you!!

Bob Volpe's newest facility on South Florissant Road in Ferguson was the site for this year's tech session.

Also on display was Bob's "race prepped" 83 GTV6. In case you were wondering, the car is very fast and very loud.

Pete Mastroiani brought his Spider to finish up removing the paint on the fourth and last wheel rim after burning up his electric drill on the first three rims. Maybe this project could have been less painful using some sort of paint remover or maybe not.



Bob's newest shop at 402 S Florissant, Ferguson MO.



Pete "pimping his ride."

All in all, I think everyone had a good time. Lots of discussion on all sorts of topics ranging from "where can I get that part the cheapest?" to "how much will that cost to fix?, etc., etc. ☒



Bob fits the "Big boy" exhaust tip to Greg Hartrum's '69 GTV. Graham Davis, Phil Dean, and Dave Sherrick obviously approve of Bob's choice.



Ralph Coldewe describes the new "Big boy" exhaust tip to Sue Houser and Norma Urani.



Beautiful display of Alfas in Hatcher's driveway.



Bob's "race prepped" 83 GTV6.

from www.chicago-rawhide.com

Wheel Bearing Replacement

Continued from Sept 2004

Bearing/seal Installation

18. Be sure the new seal is the correct one for the application. If you are replacing the bearing, the new part number must match the old one. To select part numbers for either bearings or seals, consult the *CR Passenger Car and Light Truck Seals and Bearings Catalog* (CR#457205).

19. By hand or with a bearing repacker, force grease through the cage and rollers or balls and on all surfaces of the bearing.

[If you don't want to get your hands all greasy, you can put the bearing into a plastic bag with a good quantity of the grease. However you do it, make sure the grease is worked well into the bearings and use a good quality grease. RHH.]



20. Place the inner side of the rotor face up. If you are replacing the bearing cup, use the proper tool to drive the new cup into the hub.

21. Coat the hub cavity with the wheel bearing grease to the depth of the bearing cup's smallest diameter. Also apply a light coat of grease to the spindle.



[Alfa actually specifies the quantity of grease to pack into the hub when repacking wheel bearings: 65g (2.29oz) for the Spider and 50g (1.76oz) for the Milano/GTV6. RHH.]

22. Place the inner bearing in the hub. Lightly coat the lip of the new CR seal with the same wheel bearing grease.

23. Slide the seal onto the proper CR installation tool. The seal should fit over the tool's adapter, and the sealing lip should point toward the bearing.



24. Position the seal so it starts squarely in the hub without cocking. Tap the tool until the seal bottoms out. When the sound of the striking mallet changes, the seal will be fully seated in the hub.

25. If an installation tool is unavailable, use a wood block and hammer to drive in the seal.

Never hammer directly on the seal. Be careful not to cock the seal.



Reassembly and Bearing Adjustment

26. Carefully lift and push the drum or rotor assembly onto the spindle. Keep the drum or rotor centered, so the seal is not touched or damaged by the spindle threads. Push the drum or rotor back until the seal is seated on the spindle's surface.

27. Install the outer bearing cone, washer and adjusting nut, in that order.

28. Reinstall the brake caliper.

29. Rotate the wheel to be sure the brakes are not dragging. Dragging brakes will cause a false adjustment.

30. Adjust the bearing to manufacturer's recommended setting. *[See below for Alfa Spider and Milano/GTV6, RHH.]*

If this information is not available, follow these guidelines.

- While rotating the wheel, tighten the adjusting nut until there is a slight bind and all bearing surfaces are in contact.

- Back off the adjusting nut 1/16 to 1/8 turn, or to the nearest locking hole, or enough so that the wheel rotates freely with 0.001 inch to 0.010 inch end play.

31. Insert and bend the cotter pin. Replace the dust cover. Replace wheel and torque lug nuts to manufacturer's recommended specifications *[generally 72 ft-lbs. RHH.]*



Special Instructions for Bearing Adjustment for Alfa Spider/Milano/GTV6

1. Tighten adjusting nut to 14.8 thru 17.7 ft-lb, turning the hub at the same time. Then loosen the nut and tighten it again to 3.7 thru 7.4 ft-lb.

2. Loosen the nut by 90 degrees and insert the cotter pin. If a notch on the nut and a hole on the steering knuckle fail to align, tighten the nut as necessary to allow inserting the cotter pin.

3. Settle the bearings, by tapping the end of the steering knuckle end with a mallet and check that the washer is not too tight—ensure that the washer can be moved by applying slight pressure with a screwdriver between the washer and hub.

4. If washer is locked, remove the cotter pin, loose the nut a little, and insert the cotter pin in a hole perpendicular to the hole just used.

[Conversely, if the washer seems too loose, remove the cotter pin, tighten the nut, and insert the cotter pin in a hole perpendicular to the hole just used. In my experience loosening the adjusting nut 90 degrees and inserting the cotter pin at this position leaves the bearing too loose. RHH]

5. Tap the end of the steering knuckle with a mallet, rotate the wheel, and recheck washer movement.

6. For vehicles equipped with ABS, check front hub bearing to wheel sensor clearance.



Columbus Day Parade Photos

by Rich Hirsch

Norma Urani decided that Alfas should participate in the Columbus Day parade on the Hill. This is the first year of our club's involvement in the parade and we thought a small group should test the waters before committing the club to the event. Participating were Norma Urani with daughter and grandkids ('90 Spider), Ralph and Jane Coldewe ('59 Giulietta), Graham Davis (Ralph's '62 Giulia), Mike and Sue Houser ('76 Spider), and Rich and Janet Hirsch ('67 Duetto).

It was a good day for a parade and we all had a good time -- waving to the surprising large crowd all along the route. After the parade we visited Jim Weddles "Stadium of Dream Cars" (Phil's description) on Manchester Rd. Amongst the 20 or so classics like Ferrari Daytona, F-360s, Porsches, American Iron, MGs, was a pristine ivory '71 Spider.



Mayor Francis Slay, Italian Guy, Norma Urani.



Mike and Sue Houser in '76 Spider.



Jane and Ralph Coldewe, followed by Graham Davis.

Ferrari to Make Pope Special Anniversary Car

Ferrari president Luca Montezemolo said Wednesday the Italian Formula One team would build a special car for Pope John Paul II to mark his 26 years as pontiff.

"We will make a Ferrari Formula One car especially for the pope," Montezemolo told reporters on a visit to the Vatican.

Ferrari later made it clear that the car would be a scaled down model of the F2004 and not a full size replica of their championship-winning Formula One car. However, Montezemolo drew the line at changing the colour of the car from its customary red to a different shade that the pontiff might prefer. "The Pope would not be best pleased to see a



F2004

Ferrari that wasn't a Ferrari," he remarked.

Montezemolo recalled his previous meetings with the Pope before Ferrari were the dominant force in motor racing. "I had the honour of meeting His Holiness on two occasions, first of all when I was involved in organising the (football) World Cup in 1990 and then on

the testing track at Fiorano where he had a ride in a Ferrari," he said. "That was when Ferrari were not having great success and the least I can do to show my appreciation is construct a special Ferrari car for him."

Pope John Paul II celebrated his 26th anniversary as head of the Catholic Church on Oct 16.



Note Bene continued from page 7

152 reports May 20th was opening day of Ferrari dealer in MOSCOW, specifically "Tretyakovskiy Proezd" on your GPS thingie. One hundred cars sold in Russia in 2004. The 25 cars available on opening day were SOLD! *Forbes* says 1/4 of Ruski's wealth is owned by only 100 people and Moscow has 33 billionaires. New York has only 31 billionaires. The White House, Wash, D.C. may have one or two in a few weeks? Good, then Middle Class Taxes to be LOWERED, by philanthropic pols and trial lawyers..right?

Denmark: COLD laws reported in Top Gear magazine Sept '04. "Prior to starting a car, one is REQUIRED to check lights, brakes, steering, honk horn and look to see if anybody is UNDER your car." A Red Triangle alert thing REQUIRED. Headlights on day or night. Also a 20 kroner fine for not reporting a dead passenger in your car. And, USA College kids and immigrants actually want socialism?

German Ice cold Lawyer Brains: 1) It is illegal to run outa gas on Autobahn, but having sex while driving is OK. 2) If you hit a road sign while having sex, well, then there is a small fine. 3) Throwing underwear outa car is illegal, so use car trash bags or something!

Canadian Bilingual Laws: In Montreal it is illegal to spit from car within the "Sh^&y limits". Also in Montreal, one cannot block your OWN driveway with a car. Vancouver REQUIRES an anchor in all cars as "emergency brakes". One Vancouver judge allowed a hubby to BAN his wife from smoking while driving. About 6% of Cannucks have read a book while driving.

Canada Continued: The Dempster Highway is 660 miles NORTH of Dawson City. Named after Mountie Jack Dempster, who in 1910, lead a mission to rescue some other coppers. Well, a little late, as the coppers were "frozen solid and their dogs had been eaten". This road crosses the Arctic Circle. Ice, gravel, planes are allowed to land on road, bears, avalanches, rainstorms, white-outs, steep climbs, moose in heat, heart attacks from walking in the snow all occur. Hmmm Next Mike Lains' Prez Day rally?

Sunday Nov 7, 2004 is Ferrari Club of St Louis annual Winery event/lunch/tour/tastings at Villa Antonio. Cost is \$15 per person, must RSVP by 11-1-04 to Claudia Poertner...tell them you are my guest at 314-845-6546. Hillsboro area and scenic drive in past. Kinda late this year, hopefully no frozen bodies found or Alfa rear windows cracked/yellowed or EATEN by Owners. Also, ARKansas event, last weekend of October, is filled up at "official Hotel", Volpe says other hotels available..even the jail may be empty Bob. (Private joke). Bob is allegedly going in a rental car/truck, towing a black race-car, this year with rotating License plates ala 007 in Goldfinger movie.

Sunday Oct 24, 2004 is drive organized by Hirschs to new Crown Valley Winery. See p.1 for info.

Business meeting on Nov 6 at Coldewe's Ladue mansion/car museum. Think about who wants to be an officer next year. New plans for meetings in 2005? Money for Club treasury ideas? Maybe AROC Ice rally? Iced Beer? Iced Vodka Drives? SWEDEN cold joke.. "lost in translation" is a true sign in window of a furrier.. "Fur coats made for the

Alfisti Cooks!

by Sue Houser

Walt and Marian hosted, as usual, a fabulous picnic! The Colonel ordered the weather and it was perfect. Who would disobey the Colonel? This was the largest number of Alfisti to attend the picnic, I think. It just gets more and more popular every year.

Dorothy Fleming brought her Zucchini Pie to the picnic. It was delicious.

Dorothy Fleming's Zucchini Pie

2 cans crescent rolls
2 t mustard
6 c zucchini, raw thin sliced
3/4 stick butter or margarine
1 c onion, chopped
3 T parsley
1/2 t each: oregano, basil, garlic pdr, salt, pepper
3 eggs
12 oz mozzarella or other white cheese

Press out the crescent rolls in the dish and up the sides in a 9" X 13" pan. Spread crescent rolls with a thin coating of mustard. Saute the thinly sliced zucchini and onion in butter or margarine (Don't overcook). Add the spices and parsley while sauteing the zucchini.

In a bowl beat eggs, add mozzarella. After zucchini is cooked (not over cooked), add zucchini mixture to egg/cheese mixture. Stir together and pour into unbaked crust.

Place complete mixture into oven and bake at 300 deg for glass pan (325 deg. for metal) for 30 - 35 minutes until browned and toothpick stuck in center comes out clean. Do not over bake - the consistency should be like a quiche.

Note: Recipe came from daughter (Pat Schirmer) and is her favorite zucchini dish!

Walt and Marian, thank you for sharing your home and good cooking with us. We truly appreciate it. Thank you Dorothy for sharing your Zucchini Pie recipe with us. Mike and I won't be at the October drive. We are heading to beautiful Upper Peninsula of Michigan to work the last ever SCCA sponsored Pro and Club Road Rallies. See you at the November planning meeting.

Woof and Meows,
Sue

ps: If you left your sewing spoon at Walt and Marian's, Marian has it for you. Give her a call at (626) 239-2690.



ladies from their own skin"

Norway cold brain (outsourced) translation..at a bar: "Ladies are requested to NOT have children in the bar."

Copenhagen Airport sign (cheapo Pakistani aol.com translator again?): "We take your bags and send them in all directions."

JAPAN cold "Detour sign" (Japs know Math, not English, Kabuki sun..) translated as: "STOP---DRIVE SIDEWAYS."

Ciao,
P Dean, MD



Strada Fantasma, the Alfa Romeo Club of Kansas City, presents
Eureka Springs Arkansas 04
Romeo and Giulietta

Celebrate the Giulietta's 50th Birthday (again)!

Where Eureka Springs Arkansas
Events Autocross, Banquet, Rally tour, Concours, Awards Brunch
When October 29-31, 2004
Hotel Inn of the Ozarks
 207 West Van Buren
 (479) 253-9768 for reservations

When reserving your room, please mention that you are with the Alfa Romeo Owners Club for special room rates of \$84.00 for standard room. A block of 25 rooms is reserved and this rate is good until Sep 29, 2004.

If you have any questions or comments, please call Meridee or Bob at 816-231-2046.

----- Please cut and return bottom half -----

Eureka Springs Weekend 2004 Registration

Names

Address

City, State, Zip

Phone

Email

Car description

Approximate time of arrival

Events in which you plan to participate:

Rally Autocross Concours

Friday night dinner Banquet Awards Brunch

Car Registration	\$20.00 per car	\$ _____
Banquet Dinner	\$22.00 per person	\$ _____
Awards Brunch	\$13.25 per person	\$ _____
Total		\$ _____

Please make check payable to: STRADA FANTASMA

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

Bob Wilkinson's Borrani wire wheels on '72 Spider.



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

October 2004 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

Oct 24 Fall Tour to Crown Vally Winery

Oct 29 - 31 Fall Fling, Eureka Springs AR

Nov 6 Planning Meeting/Dinner

November 2004 AROC St Louis

SUN	MON	TUE	WED	THU	FRI	SAT
31	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				