



i Saluti

INSIDE:

2005 St Louis AROC Calendar 2
 Group Art Project 2
 Italian Car Museum in Germany 3
 Classifieds 5
 Eureka Springs Weekend 6
 WTCC Alfa to Bow Out 6
 Alfa Brera 9
 Alfisti Cooks 10
 Fiat CEO Interview 11

Note Bene

by Phil Dean, Pres

2005 in Review

Jan 2005 Dinner event was at Robt E Lee Riverboat in Kimmswick. I missed it, but a good time was had by all. The Scottsdale annual Barrett Jackson auction sold a few Alfas, including a '91 or '93 Red Spider for \$25K, which will probably not happen again for a few years. The weather usually dictates an indoor event. Maybe the indoor electric kart track in Earth City will be done by then. Is it already done? I dunno.

Feb was the Annual Prez Day run around two-lane back roads. It was a great route as always, Lains or Houser planned it...a great event, a keeper.

By the way if someone else wants to "step up to the plate" to plan a route, let me know. I did Hiway BB last week in Jeff county and was amazed at how much fun it was (Pevely MO to Pacific MO area). Lots of elevation changes

continues on page 8

Next Event...

Annual Chili Dinner & Planning Meeting

Saturday November 19, 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.

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.

Alfa Christmas Party

Saturday December 10, 3 pm

Mike and Sue Houser's
 12736 W Watson
 Sunset Hills MO 63127
 RSVP (314) 842-4832

Bring: A gift of up to \$10 value and a covered dish



Our annual Christmas Party will be held at Mike and Sue Houser's on Saturday December 10 at 3 pm. Be sure to attend. The club will provide turkey, soft drinks, wine, and beer. Please bring a covered dish and a gift for the gift exchange -- if you wish. The gift may be serious or a gag and should be valued at \$10 or less, everyone who brings a gift will receive one.

This is one of the best events of the year and we especially invite all of our new members, subscribers, and friends to attend. At the Christmas Party we will discuss next year's events and elect club officers. **RSVP to Sue at 314-842-4832.**

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
ryman01@sbcglobal.net

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

Newsletter

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

Program Advisor

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

Tech Advisor

Bob Volpe
(314) 731-0914 office

Director

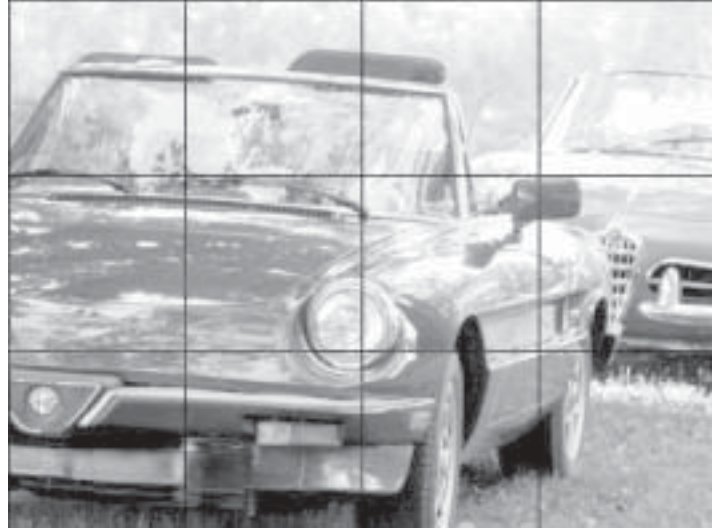
Walt Hatcher
Washington MO 63090
(636) 239-2690 voice
(636) 239-3006 fax

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.

2005 Calendar

- Nov 19 (Sat) Dinner and Planning Meeting 3 pm.
Please RSVP to Jane at 314-991-4890.
- Dec 10 (Sat) Christmas Party 3 pm. Mike and Sue Houser. Please RSVP to Sue at 314-842-4832.

Group Art Project



This photo is the subject of the Group Art Project this year. The individual squares will be ready for the Planning Party Nov 19.

Each artist will receive one color copy and several black & white copies of a square to reproduce in any medium. Each square is 6 x 6 inches and the final piece will be 24 x 18 inches.

Everyone is invited to join in -- the deadline for completion is Friday May 5, 2006. The finished art will be entered in the Art Show at the National AROC Convention in Tulsa, June 2006. To participate, contact Janet Hirsch.



AlfaHouse
of St. Louis

Service, Parts, Quality Restoration

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

from www.autoweek.com, 11/7/05

In the Heart of Germany, a Cache of Italian Cars Shines

by John LeBlanc

If you want to see one of the world's most eclectic collections of Italian autos, don't go to Italy. Instead, point your compass a bit more north, specifically, to the city of Aschaffenburg in Germany, halfway between Frankfurt and Würzburg on the A3.

Here you will find Peter Kaus' lifetime accumulation of 200-plus two-seat road and race cars. Warehoused in a former textile factory, the Rosso Bianco Collection claims to have the greatest collection of Alfas in the world (outside of the Alfa Romeo works museum), the greatest collection of Lancias in Europe and the greatest collection of Ferraris in Germany.

While working for his family's tire business in the 1960s, Kaus came to know the heads of Porsche, Alfa and Zagato. "When race regulations would change, I would



garnering 12 Can-Am monsters, including George Follmer's Shadow DN2, Peter Revson's Lola T222, Denis Hulme's McLaren M8F and Jackie Stewart's Lola T260. Across the aisle sit various 1980s Group C and IMSA cars. Some, like Bob Tullius' Jaguar XJR5, look like they just rolled in off the track.

This German/Italian treasure trove features full-size dioramas of postwar bubble car culture, more than 50 motorcycles (Harley-Davidson made a scooter?), examples of the only sports car out of Communist East Germany, the Molkes, and original auto art.

An impressive collection, and well worth a visit. But plan ahead. The Rosso Bianco Collection is open only on Sundays. (rosso-bianco.de, (tel. 49 6021 21358))



show up with a flatbed and haul off whatever they were glad to see go," says the 70-year-old Kaus. "More often than not, I paid only scrap-metal charges."

One example of such "scrap" is the 1934 Alfa Romeo 8C 2600 Monza Grand Prix monoposto Enzo Ferrari purchased when the Alfa works was nationalized. Driven by Tazio Nuvolari and Achille Varzi, the Alfa illustrates the historical significance Kaus strives for in these vehicles, which represent more than 50 makes and span most of last century.

But there is more than Italian fare on this collection's menu.

In the 1970s Kaus tried to bring the Can-Am series to Europe. The endeavor failed, but it didn't stop Kaus from

NEWS YOU CAN USE

Q: Why do manufacturers of run-flat tires suggest you not patch tires that get holes in them, like when you run over a screw?

A: Most manufacturers allow repair of up to a one-quarter-inch hole in the tread area, as long as the tire has not been driven on in a flat condition.

But defining "driven on" is a challenge. The concern is concealed damage has been done to the tire. If a screw is discovered in the tread, and air pressure has not dropped considerably, then following a thorough inspection that shows no damage, and a repair that is done properly, the tire will be usable.

Of the tire manufacturers we carry, only Continental and Pirelli do not specify whether repairs are accepted. We are working with these manufacturers to clarify their positions.

The Tech Center link at tirerack.com discusses and illustrates a properly done repair. -- Matt Edmonds, vp for The Tire Rack



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

Bill Hanak
 Owner

(314) 221-5361
 Affordable Rates

Streetrod Hobbies

Custom Painting and Metal Fabricating

8515 Herrington Court
 Pevely, Mo. 63070



Bill Hanak has done major work on Ralph Coldewe's '59 Giulietta, Sue Houser's '69 GTV, and now has Rich Hirsch's '66 Giulia Sprint GTV.

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)

IT'S EASY. THERE ARE JUST FOUR SIMPLE MACHINES TO ALTER FORCE: THE LEVER, THE PULLEY, THE INCLINED PLANE AND, UM, THE INTERNAL COMBUSTION ENGINE.



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

BCP12758

For Sale

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

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

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



Eureka Springs Weekend

by Janet Hirsch



During the rally the Montreal crosses the one-lane bridge over the White River.



Glenn Beckerdite giving autocross instructions.



Ralph Coldewe autocrossing with the '59 Giulietta.

It was a weekend filled with food, fun, laughter, friendship, shopping, driving, car-talk, and *impromptu* tech sessions. Attending from St Louis were Jane & Ralph Coldewe, Debbie & Graham Davis, Rich & Janet Hirsch, Sue & Mike Houser, Kara Brawley & Michael Lains, and Laura & Dave Torretta. Ralph won second prize in Concours with his '59 Giulietta.

from www.crash.net/uk/

WTCC: Alfa Romeo to bow out after Macau.

Alfa Romeo have confirmed that they will be bowing out of the World Touring Car Championship following next weekend's final race in Macau, albeit with a potential view to entering again in 2007.

The news comes as the Italian team gear up for a final push for the drivers title with Fabrizio Giovanardi in a tense battle with BMW rivals Andy Priaulx and Dirk Muller to become world champion.


Rumours that Alfa Romeo will not renew its participation with the championship surfaced some time ago when the manufacturer claimed that they were unsure they wanted the replacement for the 156, the 159, to race. However, it was thought they would develop the smaller 147 and downsize to a two-car team.

Nonetheless, the delaying of Alfa Romeos commitment means that the team will be unable to develop any car before the beginning of next year and so have decided to take a sabbatical.

"Racing keeps being part of the Alfa culture, but we are taking one year off in order to decide how to race in the future and with what car," brand manager Antonio Baravalle said to Gazzetta dello Sport.

By returning in 2007, it is likely that Alfa Romeo may move down to the forthcoming 149 which is due to be unveiled by the end of next year, although the team claim that they may still plough their resources into a privateer team next year so as to maintain a presence in the championship.

However, the announcement late in the season leaves Giovanardi, Gabriele Tarquini, Augusto Farfus and James Thompson without a drive for next year and with several teams having confirmed their line-ups for next year, all four could find themselves out in the cold in 2006.

Alfa Romeo have a very successful motorsport heritage, winning titles in Britain, Italy and the DTM in the 1990s, while they also have three European titles to their name. However, while they are still in the running for this year's first World title, arch-rivals BMW hold a significant lead in the manufacturers' championship. 

Eureka Springs Weekend



A huge turnout this year -- for a great weekend.



On the road again: Mike Houser driving the '69 GTV.



Sue and Mike Houser with their '69 GTV.



On the far side of the car: Dave Torretta, reflected in the hood: Graham Davis.



Steve Kernyanski's '65 Giulia Spider with "double bubble" hardtop. This car won 1st place in the concours



Note Bene continued from page 1

and good views. So, maybe some of BB next Feb?

March is the Easter Car show and April is the swap meet at Steve and Sherri's in South County area. Excellent food and ALFA model museum/posters/signs/real cars.

March in the Formula 1 world involved Juan Pablo Montoya having a (motorcycle?) or tennis accident with broken collarbone. Minardi almost didn't start Australia due to '05 regs not being met. Flavio Briatore of Renault said, "Ferrari is a war machine, they're lethal". Rubens Barrichello (Ferrari driver eternally second to Schumie) exclaimed: "We're here, we're going to fight. It's still our old car and the new car is going to give us even more pleasure." Toyota driver, Ralf Schumacher said, "How can they be so arrogant as to start the season with the old car?." BAR driver, Takuma Sato said, "I feel I belong in the top group of drivers."

April had BAR cars investigated by FIA, later forced to abstain from two races due to an extra gas tank of some sort, too complicated for me to explain. Nick Fry of BAR exclaims, "This team is owned by two blue chip international corporations with huge integrity. Does anyone really think we would deliberately do anything against the rules? We've hidden NOTHING!"

In April, Luca di Montezemolo, Ferrari Prez, said, "The rules are worse than before, the interest is less than before. I read the Sunday morning newspaper without knowing who is on pole position. This is RIDICULOUS!"

Ross Brawn, Ferrari tech director: "It will be a step-by-step and a HARD SLOG." Already winning, Renault guy Flavio asserts, "If Renault win the Championship, I will give it all up and go live on some island."

Jacques Villeneuve (JV), Sauber driver, former '97 GP champ is not doing well, passed by younger teammate. His boss, Peter Sauber quotes, "The partnership between JV and Sauber is currently at a difficult point." Driver Jacques says, "It must have been a bad TRANSLATION, there has NEVER been a bad moment."

May was Spring Fling, more cars and drivers than ever before! Door prizes for 100% of dinner eaters, thanks to Ryman. Hatchers made the Wash., MO arrangements. Norma was registration queen. All the other events went flawlessly. Food was even good. We made some money on Fri Nite Pizza, made about \$10 on racing tire raffle. Trophies were beautiful. Routes were fun, without wrecks. Autocross had 0.03 sec finish over 2nd place. Concours had more coupes/sedans than Spiders and a red, perfect, V-8, Montreal, or was I dreaming?

May in F-1 world had BAR banned for two races. Fernando Alonso, Spanish Renault driver said "Two teams are CHEATING here. BAR, as Imola showed, and Ferrari, who are testing more than what is allowed." Ferrari KING Luca di Montezemolo said, "With these new regulations, it's more a World Championship for TYRES than for CARS." Jacques Villeneuve complained about Monaco incident with Michael Schumacher. "How serious could it have been? It could have been me and a few people in the hotel DEAD!" Brother Ralf says of Michael, "Sometimes Michael is just not right in the HEAD." Michael says, "Let me say this more clearly so you can write it down: I'M NOT THINKING ABOUT QUIT-

TING!!!"

June was Euro Car Show (great scenery, poorly organized) and National FIAT car meet on the planet Mercury, as the heat was "on" at a poorly organized event at Lake of Ozarks. Hopefully, John/Sharon Ryman Central IL event next year?

June in F-1 had the INDY F-1 disaster de la Michelin exploding tires event with only three teams competing. Pierre Dupasquier of Michelin said, "The start of the race was just unbearable. I went to a corner and I CRIED for 15 minutes." Max Mosley, FIA Prez said, "The fact is that the referee is often unpopular, it's something you CAN'T AVOID." Renault Prez, Flavio Briatore, often seen with anorexic, famous models, (fathering their children) when asked about the future of F-1 in the USA, answered "It's NOT PINK!"

July was a refreshing time at Lake Tishomingo in Jeff. County with the Hirschs. Nice breezes and cool indoor Air Con so we could survive the weak Italian-automobile-Air Con on the way home. Plenty of Continental food/beverages. A keeper! Jerry (mini-car king de la St Louis) and Sandy made their annual appearance with their two white doggies who swim for exercise, somehow avoiding the snakes and critters in the lake.

July in F-1, had Seven time World Champion Michael pouting, "I don't think I can count myself in this battle anymore." Ex 1997 Champ- still slower than his teammate, Villeneuve, had his Sauber team SOLD to BMW, BUT, thinking (optimistically) he still has a ride for next year, "All the contracts in place, I am not even questioning it!."

Jenson Button planning to stay in BAR, despite a contract saying he is going to Williams team???"... "A deal is a deal..a contract is a contract, I must explain that to Jenson" ...by Frank Williams, team principal.

Late August/Sept had New Zealand titled, ALFA racing SAIL boat win the first race at Hamilton Island Race week in Australia. The huge 30 meter sloop set another record time at the Cabbage Tree Island Race -again, "Down Under." The mast of above boat is 42.2 meters above deck with electronic controlled/hydraulic winches, rudders, sail controls. She beat 95 other Barchetta-boats!

Sept had first Hermann winery/food/driving briskly/tour by Dodd's and Workman's. Very memorable. Many cars, even a TR-3 came along. Greentree Festival car show done by Harden Ervin.

Hatchers annual ALFA Picnic in Fall is amazing. Plenty of beer and stories around the porch overlooking MO river and Amtrak trains. Hopefully a repeat in '06 sometime? Formula 1 had Ferrari driver of past six yrs, the fifth highest number of points of any F-1 driver, Barrichello leave for BAR team. Felipe Massa to take over "second fiddle" job at Ferrari. Barrichello quoted in June, "I'm staying with Ferrari, at least until the end of NEXT season."

Many events in October, Columbus Day/candy throwing/cannoli eating Italia "the HILL" parade by Norma and... Dr. Phil's Ferry Extravaganza to Grafton, IL with drunken Harley motorcycle gangs. Graham (aka

continues on page 10

from www.classicdriver.com

Alfa Romeo Brera - the order books open

As a design concept - by Giugiaro - the Brera has been winning plaudits from the world's press and styling gurus



ever since its debut some three years ago. The production version will go on sale at the end of this year, and the Milanese company have revealed more details of the coupe that is set to inherit the mantle of superior GT Alfas of the past. Iconic motor cars like the 1900 SS, Giulietta Sprint, Alfetta and Giulia Sprint GT.

The Alfa Brera is 183 centimetres wide, 441 cm long and 137 cm high with a wheelbase of 252 cm, although the sharply tapered front and rear make the model look very compact. Inside, the Alfa Brera also offers a welcoming, well-lit and highly sophisticated environment due to the use of luxury materials and the adoption of innovative products, e.g. a generous fixed glass roof that allows more light into the car and gives passengers a greater sense of space as well as setting off the car's slender shape to greater effect. Under the bonnet the car will initially come with a choice of two petrol units: a 185 bhp 2.2 four-cylinder, and a 260 bhp 3.2 V6, both featuring JTS (Jet Thrust Stoichiometric) direct injection and meeting Euro 4 environmental standards. They are also paired with 6-speed manual gearboxes.



In keeping with its luxury-segment aspirations, the new car uses top-quality materials and treats certain areas, such as the seats, in a certain way giving the entire passenger compartment a very Italian look. In the cockpit, round dials and air outlets with smooth aluminium trim define the entire passenger compartment and makes the interior more compact and wraparound. The seats also feature smooth lines and a flocked stitching pattern that emphasises their shape. The rear seats can be folded down to extend the luggage compartment from 300 to 610 litres, a value that makes the most of the generous load platform; when a Bose® Hi-Fi system is fitted, the volume increases from 236 (plus 20 litres in the cargo box under the load platform) to 546 litres.

The centre of the Alfa Brera dashboard houses a built-in radio and all controls for the automatic dual zone climate control system. The radio plus CD player (or MP3 player as



an option), offers Bose® sound quality and was designed and built for the car. It consists of six speakers and delivers a power output of 570 Watts. The Alfa Brera adds other devices and systems to this equipment level such as: VDC, Xenon headlights and seven airbags; infotelematic system with radio and phone controls on the steering wheel, Bose® Hi-Fi system and CD-changer; Cruise Control; 16", 17" and 18" alloy wheels.

The new car should exhibit fine handling characteristics via a high double wishbone suspension at the front and a Multilink suspension at the rear.

The Alfa Brera will combine a sporty ride with a very comfortable drive, and also offers a state-of-the-art Alfa Q4 four wheel drive on the 3.2 JTS.

Final word to the car's designer, Giorgetto Giugiaro: 'I designed the Brera because Alfa Romeo will never go out of fashion', he stated. 'When we premièred the car I referred to as a 'very sexy' Alfa Romeo sports model in 2002 in Geneva, I didn't know it would ever go beyond the prototype stage: all I knew was that the concept could definitely go into production with only a few minor changes. I took care of the exterior personally, for example, and no great changes were necessary'.

The model will go on sale in the UK from early 2006.



Alfisti Cooks!

by Sue Houser

The Christmas Party at our place has been changed to SATURDAY, **December 10**. Last month's column stated Dec. 17. That is wrong. I was having a senior moment when I typed that. Sorry if there is any confusion.

If you missed the Eureka Springs gathering with the Kansas City Alfa Club, you missed out on a great time. There was a large gaggle of Alfisti there, thankfully with tools and know-how. The rallye by the Hattie and Glen Cunningham was great. The roads were very twisty, but there was time also to apply pressure to the accelerator. Just a beautiful day. Sunday, we woke up to wet pavement, but that didn't deter the autocross and concours. The fastest time was of course posted by those who waited until the end to run. Ralph Coldewe's name was prominently mentioned in the Autocross results. There were many outstanding cars showcased in the Concours. It is always so hard to pick your favorite car.

Laura Torretta concocted a sinfully delicious lemon dessert for the Hatcher's picnic. I thought this would be a great to feature it. Laura told us she just kind of put this together and hoped for the best. This is a lusous

Laura Torretta's Lemon Delight

- 2 packages Betty Crocker Lemon Bars
- 2 small boxes Jello Lemon instant pudding
- 8 ounces cream cheese
- 1 large container Cool Whip
- 1 can crushed pineapple
- 1 small bag coconut

Press Lemon Bar cookie base into the bottom of a 9 x 13 pan. Bake according to package directions. Fold the dry pudding into half of the Cool Whip. Refrigerate. When the lemon bars are done, remove them from the oven and cool completely. Toast coconut and allow to cool. When bars are cool, place the Cool Whip/pudding mixture on top and spread to evenly cover. Then spread the remaining Cool Whip on top of that and sprinkle toasted coconut on top. Refrigerate until serving.

Thank you, Laura for sharing your recipe with us. Our next event is the planning meeting at Ralph and Jane's. We can always count on Jane's delicious chillis. See you there. Have a great Thanksgiving and don't forget **Alfa Christmas party on Saturday, December 10**.

Woofs and Meow,
Sue



Note Bene continued from page 8

Milano Verde dragster driver) and Debbie (queen of exhaust sound tolerance) maybe supplies food next year?

Valencia WTCC (world touring car champions) championship had Alfa 156 sedans a close 2nd, 7th and 15th to the evil BMWs 320i. Fabrizio Giovanardi was 2nd by 7.760 secs to the BMWers.

Luca di Monte of Ferrari said: ' "I don't like dumbed-down F1 with taxi drivers on worn out (Bridgestone) tyres..I'm AGAINST this version of F-1!" Takuma Sato runs into Michael, does fisticuffs on helmet. "I don't now what sort of therapy might help him," says Michael about Sato's "Hari-Kiri (driving) reactions."

Eureka Springs, ARKANSAS with KC AROC club had many drivers, massaging their leg cramps from walking up 30 degree climbs to quilt shops and MORE.

November had NEW Alfa Brera come to UK market.."You'd have to be miserable not to fall in LOVE at FIRST SIGHT," says "Autoexpress" Mag. Shorter wheelbase, sportier drive than the 159 sedan. Drivers over 6ft tall no need to assume "the Nuvolari position". A decent sized boot for golf-clubs, bodies, guns, bikes.

Brera 185 hp four banger engine or 3.2 liter V6 or 2.4 liter diesel engine and four wheel drive in the V-6 variant. Weight of car 3,240 lbs makes it a little heavy.

Nov planning for next year at Ralph/Jane's house?...good chili and Hot dogs/chips/desserts.

Dec Xmas party at Houser's with gift stealing fun again?

Michael Schumacher said of 3rd place in World Championship, after 5 first place wins in a row, "I'm glad it's over now and we can concentrate for next year."

Renault winning driver Flavio said, "I predicted in 2001 we'd win by 2005, we made it, otherwise in December I would have resigned."

Fernando Alonso is youngest (24 yrs old) F-1 champion in HISTORY!

So, at St Lou AROC, we had a MUCH better year then FERRARI-man Schumie, even though we aren't \$\$\$\$ multi-millionaires!

How much longer are we gonna keep the AROC hits rolling in? Well, we can all be like Mrs Francis Taylor, McRae, Georgia who celebrated her 100th Birthday doing what? She drove (as passenger?) in a Red Ferrari 328, somewhere out on a sun shining road, with her local lawman Bobby Soloman out in front, clearing the way, Francis hit 100 mph (ref; Prancing Horse, mag #156).

See ya at the Planning Mtg... bring calendar and good ideas and plans to WORK and HAVE FUN!

Ciao,
Dr PHIL



from www.quattroruote.it, 11/14/2005

Sergio Marchionne, CEO Fiat Auto interview (14/11/2005)

On a scale of 0 to 100 percent, where are you in fixing the Fiat group?

At a group level, 20 percent. I mean, 20 percent done, 80 percent to be done. The level of implementation differs from sector to sector and we are still at the beginning: 10 percent done at CNH (Case New Holland - Fiat group's agricultural and construction equipment division), which we have just restructured from a geographical organization into a brand organization, and 6 percent at Iveco heavy trucks. The Magneti Marelli component arm is at about 20-25 percent, and Comau production systems at 30 percent. On the strategic front, we are trying to find the right role for a component supplier and for a robot maker within the Fiat group.

Will Fiat sell Magneti Marelli or Comau?

Absolutely not. We are working to develop these businesses. The engine and gearbox management systems by Magneti Marelli are strategic for the future development of our Fiat Powertrain Technologies unit. At the same time, Automotive Lighting (a Magneti Marelli subsidiary) is a state-of-the-art lighting supplier with global reach, crucial for creating new appealing designs for our cars. But I have still to find a similar link in the strategic development of the group for other sectors such as vehicle suspensions, exhaust systems and dashboards.

What does it mean to be 'Italian' for a company like Fiat Auto?

The design of our products should look Italian. The entire management that faces the market - the sales and marketing team, or the soft factors - is primarily Italian. Everything behind the product - engineering, manufacturing and quality - is managed by leaders who have been trained for the most part by our German competitors. They have the right level of discipline and rigor to properly run the hard factors in this industry.

Reports suggest you have lost confidence in Alfa Romeo. What are Alfa's problems - and possible solutions?

The Alfa issue is complicated and simple at the same time. Alfa is a great, world-renowned brand, but it is selling fewer cars than planned. To address the problem, we recently announced a change of leadership. Karl Heinz Kalbfell will concentrate on Maserati and on the future strategic development of the industrial and commercial alliance between Alfa Romeo and Maserati - the "polo sportivo" (sporting cars division) of Fiat group. Antonio Baravalle, who has done a great job at Lancia, will take over the day-to-day running of Alfa with his great commercial and marketing skills.

Sales of the 156 are fading and the 147 is not living up to expectations. Why?

The 147 suffers from the belief that the BMW 1 series is the most significant competitor. It did not take into account other competitors like the VW Golf (pricier versions of the Golf compete with entry-level versions of the 147). We forgot

about the Golf and did not pay attention to what they have done in the marketplace. I think we need to respond effectively to the competitive pressure of Volkswagen. We have learned the lesson and I think we need to be a lot more cautious and a lot more humble about Alfa's aspirations. I think we need to fight where we need to fight. It's less of an issue, I think, for the new products that are coming - the 159 and the Brera - which certainly have a right to select the premium marketplace within which to fight.

The current 147 is based on a shortened platform of the larger 156. Can we expect the 147 successor, dubbed 149, to come out of a shortened premium platform?

This is an option we are considering. On one side, the premium platform is much more expensive than the 156 platform so it would be much harder to make a profitable smaller car out of it. At the same time, if Alfa wants to really compete in the premium portion of the C-segment, it would need such a platform.

Over the past 5 years there has been talk about Alfa returning to the US? What is the current position?

We are still working on that, but it won't be next year.

Does the current plan remain to begin Alfa sales with the Brera coupe and Spider sold by Maserati US dealers?

This is the most likely scenario.

Does Alfa really need a four-door sedan at the top of its range or would it be better to offer a crossover because the 159 sedan has grown and is nearly the same size as the current flagship, the 166?

In my view, a large crossover would be the best choice.

Maserati had been the most over-promised and under-delivered champion within the Fiat group. Every 5 years, the 10,000 units a year target is postponed for another 5 years. The latest target is now 2010. How will Maserati get there?

First, by strengthening its current product range. The Maserati Quattroporte is an excellent car, but it needs to be produced, for example, with a true automatic gearbox for the US market. The Quattroporte platform also will be the basis of a new, top of the range coupe. At the same time, Maserati is too small to have its own platforms so it needs synergies with other brands. I think the industrial cooperation with Alfa Romeo on the premium platform is the proper answer.

What about the Kubang GT wagon, which would be Maserati's first crossover?

Nothing is decided yet, but I can say that a Kubang for Maserati makes sense only if Alfa cooperates on the project by making its own large crossover. These two vehicles could be the first fruit of the industrial cooperation between Alfa and Maserati.

If Fiat won €500 million in a lottery, how would you invest it?

I would buy Fiat shares. There currently isn't a better investment than this.



Ralph Coldeve autocrossing at Eureka Springs.



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

Nov 2005 AROC St Louis

SUN	MON	TUE	WED	THU	FRI	SAT
30	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			

Nov 19 Dinner and Planning Meeting
 Dec 10 Alfa Christmas Party

Dec 2005 AROC St Louis

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