



# *i Saluti*

## INSIDE:

2005 St Louis AROC Calendar ..... 2  
 Alfa Scrap Book ..... 3  
 Mystery Photos ..... 3  
 Classifieds ..... 5  
 O Romeo, Romeo ..... 6  
 Alfa's Last Stand -- 164 ..... 7  
 Christmas Party Photos ..... 8  
 Alfisti Cooks ..... 10  
 Two 164 Door-won't-open Fixes ..... 11

## Note Bene

by Phil Dean, Pres

### Brain Droppings

Excuse me if I have typos, my HP printer is having seizures, as it does about once a month. Rich and Janet convinced me to dump Web TV a few years back, forcing me into the tech age, but lack of Tech support in Warrenton MO in 2005 makes computer life difficult.

Anyway, Christmas Party at Housers was fun as usual. Gift exchange always a riot. January is time for St Louis NEW car show, usually late Jan weekend. I dunno exact date as computer is seizing right now. Chicago Car show is Feb 6 to 15th, worth a trip to actually see Ferraris, Maseratis, Bentleys, Lotus cars as St Louis show has Chevy trucks in abundance. What about 1920s car show in Italy?

ALFA club is like a cult..Six key factors define being in a cult.

The first factor is...

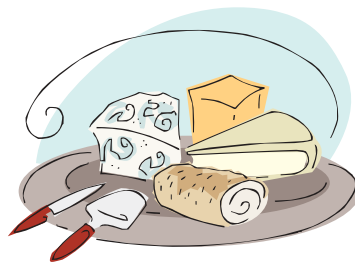
**1) Leaders are perceived as being chosen by God, history or some supernatural force.**

Hmmm. Nicola Romeo comes in here...12-2-1915 is when Nicola

### Next Event ...

## Dinner at the Robert E Lee 6 pm Saturday Jan 22

Our January meeting will be **6pm Saturday, January 22 at the Lt. Robert E Lee Restaurant in Kimmswick MO.** The recently refurbished Robert E. Lee, moored for years on the St. Louis Riverfront, spent three years in limbo, prior to being relocated to the waterfront in Kimmswick.



Be sure to bring your spouse or friend for a great meal. Items for discussion will be general Alfa topics and upcoming events.

RSVP: Janet Hirsch at (314) 962-7833 or (636) 285-0813 if you plan to attend. (Janet will call to make the reservation Saturday morning, January 22.) Map on page 10.

### Coming in February

## Presidents' Day Drive 11 am Sunday Feb 20

There's no question that among our best-attended events each year is our midwinter open road romp honoring Presidents' Day weekend. This year it will take the twisting blacktop across the scenic hills and valleys of the Missouri River to a charming country restaurant where we'll dine. We'll arrive there for lunch around 12:30.



### Don't Miss Out!

To be part of the low-speed, high-revving fun, meet us Sunday, February 20 at the commuter parking lot on the outer road just east of Hwy. 94 at Hwy. 40 (Weldon Springs exit) at 11:00 am. And don't let a cantankerous, nonstarting Alfa keep you on the sidelines. Anything that drives is OK. Heck, in the past we've had a BMW and a Triumph TR6 that added considerable to the sporting nature of the event. Be there, no excuses!

*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](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  
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.

## 2005 Calendar

Jan 22 (Saturday)	Dinner 6pm, Lt Robert E. Lee Riverboat, Kimmswick MO (Janet Hirsch)
Feb 20 (Sunday)	Presidents' Day Drive
Mar 27 (Sunday)	Easter Car Show
Apr 2 (Saturday)	Swap Meet (Steve and Sherri Coldewe)
Apr 29 - May 1	Spring Fling
Jun 5 (Sunday)	European Car Show (Rich Hirsch)
Jun 25 (Saturday)	Quincy II Tour, see below for more info (John and Sharon Ryman)
Jul 23 (Saturday)	Day at the Lake (Rich and Janet Hirsch)
Aug/Sep	Hatcher's Picnic/Jon & Nancy's Soiree
Sep 17 (Saturday)	Greentree Festival Car Show (Harden Ervin)
Sep 24 (Saturday)	Hermann Tour (Chuck and Sally Workman)
Oct 2 (Sunday)	Tech Day at Volpe's Shop
Oct 9 (Sunday)	Columbus Day Parade (Norma U.)
Oct 28 - 30	Eureka Springs AR (Kansas City AROC)
Nov 5 (Saturday)	Planning Meeting (Ralph and Jane C.)
Dec 11 (Sunday)	Christmas Party (Mike and Sue H.)

### 2005 Quincy IL Trip

The Quincy trip is June 25th. A fun trip of shopping, museums, sight seeing and great food! We have 20 rooms reserved at the Stoney Creek Inn. They will hold these rooms till May 25th for people to make reservations. They fill up fast so for those wanting to stay over please make your reservation ASAP!

The number is 1-800-659-2220 ask for Quincy and tell them you are with the Alfa Club. More details next month!

-- John Ryman



**AlfaHouse**

of St. Louis

Service, Parts, Quality Restoration

Harden Ervin

[alfaervin@hotmail.com](mailto:alfaervin@hotmail.com)

(314) 520-1994

# Alfa Scrap Book

by Steve Coldewe, St Louis AROC

Starting a scrap book now will bring many great memories in years to come. Anyone who follows old race cars knows that the one with a log book and an interesting history will bring more than one without. It's my opinion that a car with a story is much more interesting than a car that was restored, with nothing else known about it.

When putting a scrap book together, start by compiling any previous history about your car. Make sure to take pictures at all car events, during restoration, and at different points of interest you might visit. When entering a different state, take a picture of your car in front of the sign. Put ticket stubs, entry forms from car shows, and if your car is in any newsletter or magazine, keep those clippings too.

I purchased a 1946 Crosley last year. It originally was purchased new in Wisconsin and used on a large estate as the gardener's car. This car was put in a storage building on the estate for many years before changing hands in the early

nineties. When I got the car, it was missing the driver's door, passenger seat and rear seat, which were odd parts to be missing. It turned out that the door was taken off because of getting in and out of the car so many times during a day, as well as it was used only on the grounds and moved very short distances. The seats were taken out to haul flowers and gardening tools. There were four eye bolts on the roof to haul ladders. This made for an interesting history. I only wish I had pictures of it being used on the grounds. I will take pictures during its restoration.

I have had my '59 Alfa since I was fifteen years old. I knew of the car when I was eight or nine, so I have many photos and wonderful memories driving it.

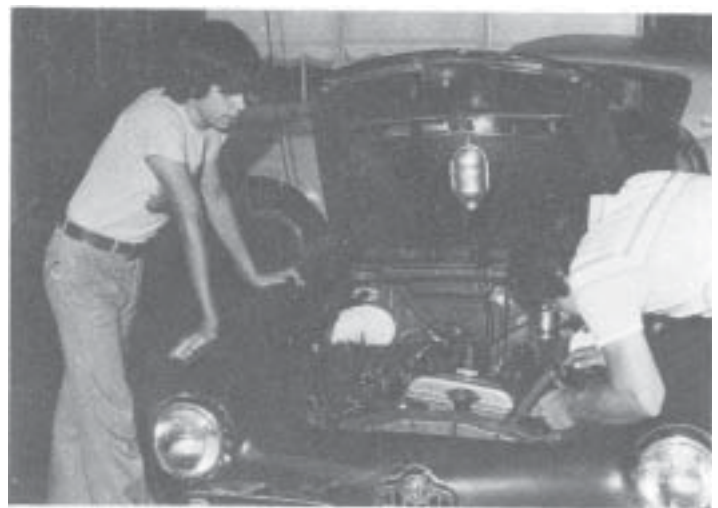
As years go by, you will really appreciate that you took time to do these things. So put a scrap book together, the next owner will be glad you did!!!



Steve's '62 Giulietta Sprint Speciale.

## Mystery Photos of the Month

*Who are these guys? What cars are they working on?*



# 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](mailto:alfadesign@charter.net)

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

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

visa • mc • amx • cod



*John Justus' 164Q sparkles in the rain at Eureka Springs.*

## 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)

## For Sale

• **Late '80s Alfa Romeo Spider Quadrifoglio**, 61k, silver/red exterior/interior, original hard top, 5 NEW Firestone Indy 500 tires (not mounted), OEM AM/FM Cassette Radio, OEM top cover, very little rust, solid frame, sounds great (Volpe exhaust), work on car for past 3 years by Bob Volpe or Jon Rhodes).

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

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

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

**Asking price is negotiable.** Fixed up I'd ask \$7000.

But as I'll deduct \$1000 for clutch work and \$450 for emissions work. So I'm asking \$5550. Email me at [pmastroianni@charter.net](mailto:pmastroianni@charter.net). with questions.

• **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](mailto:alfa57@sbcglobal.net).

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

• **Wanted: GTV coupe**, preferably from someone who understands and cares about the cars. Rick



Martin [martinr81@aol.com](mailto: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](mailto:rgyngard@ford.com) or [rgyngard@peoplepc.com](mailto: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](mailto:Kenny.Stocker@riverfronttimes.com)

# 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

SCP1275B



from www.belfasttelegraph.co.uk, 12 January 2005

## O Romeo, Romeo

By Stephen Bayley and Campbell Spray

***Authors Bayley and Spray agree that motoring is all about states of mind, and in their minds, the fabulous new Romeo GT is an erotic masterpiece.***

The great architectural historian Joseph Rykwert became even more celebrated in Italy for his characteristically idiosyncratic essay that was translated as *La posizione seduta, una problema di metodo*.

There is, indeed, a problematic methodology of sitting down. The practices and symbolism involved are determined by culture and taste, rather than by physiology. In medieval France, the *droit de fauteuil* allowed aristocratic males to sit on a higher armchair than the female, whose *droit de tabouret* required her to squat on a low stool.

In the Second World War, ergonomists at the Royal Aircraft Establishment determined that the most efficient flying position for a fighter was for the pilot to be prone, but this was rejected on psychological grounds.

Alfa Romeo is still experimenting with the problems of the sitting position. The new Alfa GT is a wonderful car but I found it impossible to achieve a wholly satisfactory posture. When the wheel was in the correct position, my feet were not. I am not tall, but when I adjusted the seat to achieve truly effective forward vision, my head touched the roof. It is not a matter of discomfort 'the seats are good' just one of oddness.

Perplexed, I roared around to my favourite south London alimentari to investigate. Dusting himself down in a mist of baker's flour, Gianni explained that Italians have shorter legs than the English and, in any case, prefer driving when scrunched up over the wheel. I think this is like Tokyo's minister of trade refusing to import French skis because the Japanese have a different sort of snow, but there you are.

The Alfa Romeo GT is not a replacement for the admired, but flawed, two-seater GTV. It is a new format: a real four-seater with a practical hatch and utterly gorgeous looks that equivocate nicely between a square-shouldered masculine functionalism and sensuous, female voluptuousness. I would pay a great deal of money to have any modern car carrying a badge that said Disegno Bertone on its flanks, but the priceless asset the GT carries is a direct line of descent from Bertone's historic

masterpieces, the 1956 Alfa Romeo 1900SS and the 1963 Giulia GT.



The combination of real utility and rare beauty is a pleasure. But, actually, to be honest, the utility is irrelevant. The Alfa GT is all about passion, about states of mind. For instance, an impressive diesel is available. It even has more torque than the petrol V6, but not to choose the latter engine would be, since we are talking oil, to argue for the advantages of Mazola over Abbadia di Coltibuono's cold-pressed extra virgin.

Alfa's V6 has always been a gorgeous engine, but the GT's new crankshaft has enlarged it to 3.2 litres, achieving a more usable spread of power. It is very thirsty, but that is simply the price you pay for the erotically sonorous wuffle of this masterpiece engine. Intoxicating arpeggios of induction and exhaust are an effective remedy for tedium vitae. And it would be a very dull person who did not smile at the sight of the GT's chromed manifolds and fluted, crackle-finished cam boxes.

Old Alfas often used to be like the Apples of Sodom, tragic disappointments, but quality has now radically improved. In fact, the ravishing positives of the Alfa GT make the characterful negatives seem trivial.

A corollary of the curious sitting position is rear vision that I found, at best, suboptimal; another characteristic of Italian drivers, besides the short legs, is, apparently, a total lack of interest in looking backwards. Inside, the materials are not great: why is it that Italians have the very best edible products, but show so little fastidiousness in the quality of stuff used in automobile cabins?

The break-out lines of the passenger airbag are hilarious: they look as if they have been gouged into the plastic by a jittery hand with a hot poker. At the River Cafe, they take great Italian raw ingredients just to the point of transformation and no further. Alfa engineers have a similar attitude to PVC pellets.

But the overwhelming thing here is psychology. The Alfa makes you feel not just good, but great: driving it is like putting on your Elia Quagliola Workshop

*Does one prefer the volatile complexity and pagan beauty of a dark Milanese woman ... or a prim Bavarian dental hygienist?*

*continues on page 11*

from [http://www.velocetoday.com/cars/cars\\_74.php](http://www.velocetoday.com/cars/cars_74.php)

## Alfa's Last Stand

*More than enough but too late*

by Pete Vack

On a cold, windswept afternoon in 1996, I stood with Howard Moon, both of us looking at what had once been a thriving Alfa Romeo dealership in Falls Church, Virginia. I noted that the familiar round Alfa Romeo signs no longer proudly hung near the front of the building, which was now busy with a much more lucrative SAAB market. "A sign of the times, perhaps?" said Moon.

Alfa Romeo, once the affordable Ferrari, the unique, elegant, well designed series of cars from Portello, was now gone from the United States, probably for good. The loss was both irrevocable and disheartening. We had both owned and enjoyed many Alfas over the years. First Lancia, then Fiat, now Alfa. There was only Ferrari and Lamborghini now, both unattractively priced for most enthusiasts.

The end, the last Alfa, the final model to be sold in the American market was the 164. Since the end of WWII, Alfa had failed to come to grips with producing a really fine large sedan; the 1900 was ponderous and few made it to America, the 2000-2600 series, highly stylized in the Detroit mode, never made an impact, and the idea was dropped entirely until the new V-6 made possible the ill fated flagship called the Alfa 6 in 1979. The new Milanos, aka 75s, were still small sedans, despite the use of the new V-6. The 164, introduced in 1987 (1990 Stateside), promised more and in fact delivered much.

A total of 6909 164 sedans were sold in the US from their inception in 1990 to the end, in 1995. How many are left is pure speculation. Perhaps half that number. Of all the Alfas imported to the US, the 164 is perhaps the least well known. So, what's it like?

It was indeed a big Alfa, with a wheelbase of 104.7 inches, and an overall length of 179.5 inches, the width 63.9 inches. Comparatively, the Alfetta based Sport Sedan had a 94.5 wheelbase, the Milano grew to 98.8 inches, while the 164 was roughly nine inches longer than the older models; the 164 was four inches wider. Weight increased, the 164 was up to almost 3400 lbs compared to 3100 of the Milano and 2790 lbs of the Sport Sedan.

The big change for Alfa was the switch from a rear drive de Dion transaxle layout to front wheel drive. Although FWD had been used in the Alfesud since 1971, it was a novel inception for the larger Alfas. McPherson struts did the job up front, while the rear sported coil struts and an optional self leveling system.

Turned 90 degrees around, the now traditional Alfa V-6 was suitably modified to support such expanse; the 2959 cc's getting out 183 hp for the L version and 200 for the more common S. The S version benefited from improved compression ration, a better induction system and timing. Performance was excellent; most models could top 140 mph, while accelerating from 0-60 took only 7.6 seconds.

In an acorn nut, the 164 was the biggest, most powerful and luxurious Alfa built since the days of the 6C2500. Notably, it was the first Alfa fully designed and built after the Fiat takeover. That, however, no doubt made for a better, more developed Alfa.

Our subject car has been owned since new by Steve Patchin of Virginia Beach, VA, purchased in Feb 1991, from Greenbrier Olds/GMC/Sterling/VW/Alfa Chesapeake, VA. The white 164 now has over 177,000 miles on it and still wins awards. Steve is dedicated Alfa enthusiast, having owned a 1981 Spider, two GTV6s, a 1987 Milano Gold, and his son had a 79 Alfetta GTV which Steve helped to bring back to life.

Steve says his new 5 speed 164 was a base model; the only option it had was headlight washers. "I have added engine oil cooler off salvaged L, then S wheels and S rear muffler. My car has the standard fabric seats and they are a poor man's Recaros with good bolster and long lasting fabric."

In addition to many Alfas, Steve had a number of experiences with Fiats, so his comments about the 164 come from one who knows his way around Italian cars. "Compared to the Milano Gold, which is way underpowered with a 2.5L vs the 164 3.0L, the 164 far better car for open road. The Milano Verde had the power but a scary ABS system, and Milano styling is not Pininfarina is it?"

But is the 164 a real Alfa, with the feel and noise and handling Alfisti love? Steve thinks so. "It is an Alfa, has that Alfa whine, it is sporty, fast and comfortable and has been real reliable. Best keep secret for a nice sport sedan. Nicest Italian car I ever owned."

Lacking those aforementioned Alfa dealers, Steve does all the work on the 164 himself. "I do it all, but I've got many spare parts and factory tools, and parted out a '91L in '93 with only 6,000 miles so I still have a relatively new engine in my stash."



*continues on page 11*

# Christmas Party

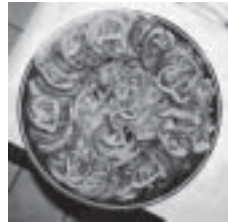
photos by Rich Hirsch



Everyone waits to see what Kara Brawley received in her gift.

Near right: Tomatoes Vinegrette with "Alfa Romeo" written in green pepper slices, by Walt Hatcher.

Far right: Individually formed chocolate leaves decorate the chocolate cake, by Graham Davis.



Ralph Coldewe opened the present containing the "Big Book of Quilting." Looking on with envy is Dale Dodd. (The book was quickly stolen from Ralph.)



Walt Hatcher opened the present containing "Cooking for Christmas." Janet Hirsch shares his enthusiasm.



Graham Davis opened the Alfa Romeo beret -- alas, it also was stolen. Steve Coldewe and Bob Volpe admire Graham's wearing of the beret.



Harden Ervin's daughter and Ralph Coldewe share a quiet moment and taste the cookies.



Note Bene continued from page 1

Romeo laid hands on ALFA as only 350 cars were built in 1914 (with 300 employees). Later, the Portello factory built War materials, artillery shells (149mm), engine driven compressors (aka "Piccolo Italiano") — used to dig WW I trenches. (Remember that Italy was on the US side in WW I.) After WW I, the Portello factory was in crisis. The "20/30" was the first post-WW I model..six cylinders of 6 liters and 70 hp reached 120 km/hr. Later 1920 model was the "RL" with 6 cylinder and 3 liter engine. It was a racing success and 2,631 examples were made. The "P1" ALFA was to make its debut in the 1923 G.P. of Italy at the Monza track, but unfortunately, Ugo Sivocci died in trials before the race.

Another cult figure was "Vittorio Jano", who came from FIAT in 1923. Jano's appointment was to build another race car, so the "P2" was born. Engine was 8-banger with 1987cc displacement. Enzo Ferrari was an ALFA race driver in 1923. Jano was a workaholic who showed up at 800 hrs weekdays AND on both Sat AND Sunday. The P2 went from victory to victory. The 6C 1500 was presented at the Milan Car Show of 1925 and now sells for several million bucks.

Second CULT criteria?

**2) Disciples invest there leaders with unshakable authority and refuse to question or doubt sacred doctrine and ideology.**

Well, Norma and Lains have a way to go for that criteria! (hahahah). Startling innovations by ALFA make guys like Alain de Cadenet ("Victory by Design" Speed TV series playing Sat nites at 10pm) espouse the good design and fun driving characteristics of ALFAs. The bike component company, Campagnolo, was the first to invent "quick release" bicycle hubs in 1933 to change flats easily. *Sidebar: Benefits? It makes sure "Cabrini Green Chicago ghetto residents" can keep up with crack habits by stealing parts off \$2000 bikes. My first 20 minutes of med school in Chicago taught me to buy an all encompassing bike lock to avoid walking home after front wheel theft. "Experience is what one gets when they don't get what they want".*

Third cult definition says:

**3) The group presents its vision to neophytes as inviting and challenging.**

Well, we do that with the xmas party every year, stolen presents and all. Then we leave them (the new members) in the dust on the Prez Day rally, lost in hinterlands with cracked plastic convertible windows in the middle of Franklin county. Don't worry folks, this is farcical essay.

Fourth factor?

**4) Disciples become psychologically dependent on the group for existence.**

Big YES to that one, who hasn't called Bob or Rich/Janet or Ralph for advice on recalcitrant ALFAs? BTW, Rich/Janet, my HP printer is still printing out pages of "Chinese figures", so what do I do now?

How much money is spent on old race cars or old sedans with Ebay-motors values about \$1000? With falling US dollar values, how much will ALFA parts cost next year? Who can deny the urge to attend the Prez Day rally in February? New roads to terrorize on Sunday mornings, all for a great lunch in rural MO farm county. Chuck Schmidt of

Pasadena, CALIF has "Campagnolo bike parts" cult addiction with over 35 bikes. Certain parts on these bikes cost \$3,200. Who has the most ALFAs in our club? Maybe consider Prozac or Haldol relief?

Fifth cult sign?

**5) Purity demands that and "Us versus THEM" mentality is developed.**

Mercedes club members might have us beat here in St Louis, I imagine more of them have Kraut cars exclusively. Oh well, we wait until 2010?

Sixth sense?

**6) Dispensing of existence: There is only the group, outsiders are evil.**

Geezs, Norma, please pass the "Blue-Red Kool Aid", or whatever that Graham Davis icy cocktail was at last xmas party? At least we haven't progressed to "preaching to strangers on their doorsteps", wearing white shirts and black pants in Summer heat. Sure, we could drive a BMW after a West County Motors -nightmare purchase- with Kabuki dance scene-with slime ball used car dealers or..we could realize "only an ALFA drives like an ALFA!"

**GM to downsize workforce**, says "Atlas F-1" e-magazine, says Prez Gary Cowger...

Since 2000, GM Norte American workforce has dropped from 212,000 to 181,000. Most of GM workers are elderly (50s) with large pension demands/promises made. Early buy-out packages to 38,000 workers this month. That is 7% of workforce. No more Linden, NJ made LARGE SUVs, I am sure Mike Houser is sad about this! (not!) Last yr, GM lost 1% of US market share. Unsold vehicles and aging line up of pick up trucks is said to be the reason. So, GM buying FIAT rumors? Who knows, the "lawyers decide" in USA anymore, not the priests.

**F-1 season of 2005 starts March 6th** in Australia. V-10 engines all. Red Bull team bought out Jaguar. BAR team looking for first win, after getting second place in 2004 in manufacturer's title, based on 2nd thru nth place points. 2006 F-1 Grand Prix engines will be 2400 cc eight cylinder lumps to save money. Max Mosley FIA President had down and dirty discussions with his lawyers and major Euro Car racer engine makers relented to give up V10 engines. The 90 degree V10s are "perfectly balanced" with V-8s being "out of balance" requiring secondary harmonics to be treated with counter-balance shafts". Toyota tech Engineer explains. "These shafts run at double engine speed, so would have to run at 38,000 rpm if we achieve 19,000 rpm in our engines". "The tech of the balance shafts would be more of a challenge than probably the rest of the engine" ..He continues, "but I tell you what, they make a lovely sound, Toyota engines in CART and IRL ran to 16,000 rpm and sound is beautiful"

**"Lost in Translation" redux!**

Zurich Hotel: "Because of the impropriety of entertaining guests of the opposite sex in the bedroom, it is suggested that the lobby be used for this purpose"

Thailand Donkey Ride sign: Would you like to ride on

continues on page 11

## Alfisti Cooks!

by Sue Houser

What a spectacular turnout for the Christmas Party! An informal count put us at 46. This is a record and we were even missing seven or eight regulars. I think I need to cook more turkey next year. Of course everyone brought such delicious dishes. The desserts are always a highlight though. I have had requests for Graham's divine chocolate concoction and a lemon dessert brought by someone. I am sorry I didn't see who brought everything, so please, if YOU brought the lemon dessert, please let me know and please send me the recipe! [Laura, I need the recipe for your potatoes. They were great.] Walt brought the most costly dish this year, a platter of marinated tomatoes. I knew those retired military guys got the big bucks. By the way Walt, what is in your marinade?

The gift exchange was lively this year, with multiple steals. Who did wind up the quilt book? There was quite a rash of thefts for it.

Thanks to everyone who came. Our members/friends are what make our get togethers special. AROC St. Louis has the best chefs of all the AROC chapters worldwide, otherwise there wouldn't be so many requests for our recipes. Well, before the next Christmas party, I better buy more dishes. We'll see you on the Robert E. Lee.

Woof and Meows,  
Sue

### Janet Hirsch's Pumpkin Cheesecake

This version of The Cheesecake Factory's Pumpkin Cheesecake is from "TopSecret Restaurant Recipes." Use an 8- or 9-inch springform pan.

1-1/2 cup graham cracker crumbs  
5 tablespoons butter, melted  
1 cup plus 1 tablespoon sugar  
3 8-ounce packages cream cheese, softened  
1 teaspoon vanilla  
1 cup canned pumpkin  
3 eggs  
1/2 teaspoon cinnamon  
1/4 teaspoon nutmeg  
1/4 teaspoon allspice  
whipped cream

1. Preheat the oven to 350 degrees F.
2. Make the crust by combining the graham cracker crumbs with the melted butter and 1 tablespoon sugar in a medium bowl. Stir well enough to coat all of the crumbs with the butter, but not so much as to turn the mixture into paste. Keep it crumbly.
3. Press the crumbs onto the bottom and about two-thirds of the way up the sides of the springform pan. You don't want the crust to form all of the way up the back of each slice of cheesecake. Bake the crust for 5 minutes, then set it aside until you are ready to fill it.
4. In a large mixing bowl combine cream cheese, 1 cup sugar, and vanilla. Mix with electric mixer until smooth.
5. Add the pumpkin, eggs, cinnamon, nutmeg, and allspice and continue to beat until smooth and creamy.
6. Pour the filling into the pan. Bake for 60 to 70 minutes. The top will turn a bit darker at this point. Remove from the oven and allow the cheesecake to cool.
7. When the cheesecake has come to room temperature, put it into the refrigerator. When the cheesecake has chilled, remove the pan sides and cut the cake into 8 equal pieces. Serve with a generous portion of whipped cream on top.



## Directions to the Robert E Lee Riverboat in Kimmswick

6060 Mississippi Avenue,  
Kimmswick, Missouri 63052

From I-270 and I-55:

- 1: At exit 1B-A (I-270), turn RIGHT onto Ramp towards I-55 / St Louis / Memphis
  - 2: Take Ramp (RIGHT) onto I-55 towards I-55 / Memphis
  - 3: At exit 186, turn RIGHT onto Ramp towards Imperial / Kimmswick
  - 4: Turn LEFT (East) onto Imperial Main St
  - 5: Turn RIGHT (South) onto US-61 [US-67]
  - 6: Turn LEFT (East) onto SR-K [Market St]
  - 7: Turn LEFT (North) onto 5th St
  - 8: Turn RIGHT (East) onto Vine St
  - 9: Turn LEFT (North-East) onto Mississippi St
  - 10: Turn RIGHT to stay on Mississippi St
  - 11: Keep STRAIGHT to stay on Mississippi St
- End: Arrive 6060 Mississippi St



*Note Bene continued from page 9*

your own ass?"

Hong Kong Dentist: "Teeth extracted by the latest Methodists"

Moscow Hotel ad "You are welcome to visit the cemetery where famous Russian and Soviet composers, artists and writers are buried daily, except Thursday"

Hotel, Yugoslavia: "The flattening of underwear with pleasure is the job of the Chambermaid"

Hotel elevator sign Paris: "Please leave your values at the front desk"

Budapest Zoo: "Please do not feed the animals. If you have any suitable food, give it to the guard on duty"

Nairobi Restaurant "Customers who find our waitresses rude ought to see the manager"

Athi river road sign: "If this sign is under water, road is not passable"

Italian Hotel sign: "This hotel is reknowned for its peace and solitude. In fact, crowds from all over the world flock here to enjoy its solitude"

Tokyo Bar: "Special cocktails for the ladies with nuts"

Tokyo Hotel: "Guests are requested not to smoke or do other disgusting behaviors in bed"

Private School: "No trespassing without Permission!"

Japan hotel air conditioning booklet: "Cooles and heates: If you want condition of warm air in your room, please control yourself"

Ciao, stay warm..control yourself!

P. Dean, MD (aka : "specialist in Women and other diseases")



## 164 Door Won't Open Fixes

- Look down on the top of the lock mechanism while trying to open the door and you will see a tab lift up. Stop trying to open the door and use a welding rod or similar to push down on the tab. Then open the door. Been there done that four times. — Jonathan Coates

- A while back the driver door on the 164 was stuck shut, a familiar event for many 164 owners. The automatic door locks would cycle but not stay unlocked. I tried just about everything including fiddling with all the linkage around the door-opening/lock mechanism, to no avail.

Here is the fix and credit the chief mechanic at Di Fatta Brothers for the info:

The door locking solenoid is stuck between the lock and unlock positions, hence it will not accept a signal to lock or unlock the door. To get the door open, you must disconnect the wiring harness in the door leading to the door lock. Not as hard as it sounds. You can get your hand in enough to do the job by removing the two screws holding the armrest and the single screw holding the forward section where the mirror adjustment is mounted. Pull back the lower door panel to access the wire harness. You may need to cut an access hole in the plastic moisture liner.

The repair is to lubricate the solenoid housing with WD-40 or silicone lubricant. Alternately, you can replace the whole assembly and that was the option I took. — Don Daegrigg



*O Romeo, Romeo continued from page 6*

suit, smart shades, cashmere socks and a crisp white shirt. It translates you from being a drudge in ugly urban snarls into someone who feels rich, sexy and successful.

People say it may not be a credible alternative to a BMW coupe. That's like comparing lovers. Does one prefer the volatile complexity and pagan beauty of a dark Milanese woman with fragile silk underwear and a turbulent Vesuvius of unruly hair, or choose a prim Bavarian dental hygienist?

The entire business with the Alfa GT is like a romantic relationship. Or maybe just a lustful one. The Italians have never separated art from life, and the love they have for things (apart from dashboard mouldings) is apparent in every aspect of this car.

And, of course, love has an erotic character. As late as the Fifties, in Italian, sesso (sex) meant only gender. Men might talk about a particular woman, but the abstraction of 'having sex' was an American vulgarism that turned private passion and intimacy into a common public commodity.

It would be a step too far to say the Alfa GT restores romance to a harsh and cynical world. But it is my sort of car.



*Alfa's Last Stand continued from page 7*

Remarkably, the 164 has been extremely reliable—another break from tradition! On a 14 year-old car used for a daily driver, the problems have been few and minor. "I never had a real breakdown. Blew out a Japanese Sanden A/C compressor in 1992, three years later the stepper motors for heat and air were replaced. In 1998 a cracked fuel hose inside tank caused hard starting due to low fuel pressure, and the input shaft ball bearing went out in the transmission in 2000. I replaced it with overload roller version and changed chattering clutch at the same time. But it lasted 130,000 miles."

Of all the Alfas Steve has owned, he thinks Alfa saved the best for last. "The 164 was the best one to come out of the joint venture that produced the Fiat Croma, Saab 9000, Lancia Thema and finally the beautiful 164. It has the style, size and comfort and performance to be that one car that does it all well enough for me."

There are two very interesting websites for Alfa 164s:  
[www.padina666.com/alfa/vital.html](http://www.padina666.com/alfa/vital.html)  
[www.digest.net/alfa/FAQ/164/](http://www.digest.net/alfa/FAQ/164/)



Photo by Phyllis Tilden.



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

## January 2005 AROC St Louis

Jan 22 Dinner at the Robert E Lee,  
Kimmswick MO

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	<b>22</b>
23	24	25	26	27	28	29
30	31					