



i Saluti

INSIDE:

2006 St Louis AROC Calendar 2
 New Faces in 2006 2
 Pininfarina History 5
 Spring Fling Preview 5
 Classifieds 5
 Alfisti Cooks! 10
 Pro Road Rallies Return to MO 10
 Fire at Carter Hendricks' Shop 11
 St Louis Alfa Club Loses a Friend 11

Note Bene

by Phil Dean, Pres

Christmas Party

Thanks again to Sue and Mike Houser who opened up their house to the club. I didn't take a count, but it seems the Christmas party just gets bigger and better very year. And a special thank you to Sue Houser who gifted everyone with an updated copy of "Alfisti Cooks!" a compilation of the recipes printed in this newsletter since 1999.

"Happy New Year..Maybe?"

Thank God 2005 is over, stock market malaise, "inverted yield curve" of long term interest rates falling BELOW short term rates is usually seen before a recession...with Econ Ph.D. experts looking thru their college notes and saying the scary thing.." This time is different" (WSJ of 12-30-05 says on page C1).

What else? Well I had five suicides (or suicide attempts) by five of my EX-Patients in past three weeks..the Psych wards in St Louis are FILLED as of 1-1-2006 as I try to find a bed to

continues on page 6

Next Event . . .

Dinner at The Old Spaghetti Factory 6 pm Sunday Jan 15

Our January meeting will be **6 pm Sunday, January 15 at The Old Spaghetti Factory** located at 17384 Chesterfield Airport Rd phone: 636 536 9522.



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

RSVP to Janet Hirsch at (636) 285-0813 or jhirsch@catenary.com if you plan to attend. (Janet will call to guarantee the reservation Saturday morning, January 14.)

Coming in February

Presidents' Day Drive 11 am Sunday Feb 19

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 19 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!

Alfa Romeo 2006 Calendar

2006 Alfa Romeo Calendar, details on page 10 →

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

Graham Davis
7146 Princeton Ave
St Louis MO 63130
(314) 862-6645
GrahamLDavis@hotmail.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

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

John Ryman
RR2 Box 115
Virginia IL 62691
(217) 323-2046
ryman01@sbcglobal.net

Director

Walt Hatcher
1000 W Main St
Washington MO 63090
(636) 239-2690 voice
(636) 239-3006 fax

Director

Chuck Workman
3519 Hwy. C
Leslie MO 63056
(573) 486-2800
oakfarm1@localnet.com

2006 Calendar

Jan	15	Dinner "Old Spagetti Factory" (Janet Hirsch)
Feb	19	Presidents' Day Drive (Mike Lains)
Mar	18	Swap Meet (Steve and Sherri Coldewe)
Apr	16	Easter Car Show (Rich Hirsch)
May	5-7	Spring Fling (Spring Fling Committee)
May	27	Drive to Clarksville (Phil Dean)
June	4	European Car Show (Rich Hirsch)
June	11	Tech Session (Bob Volpe) possible date
June	15-17	AROC National in Tulsa OK
July	15	Day at Lake Tishomingo (Janet and Rich Hirsch)
Aug		Picnic in Washington MO (Walt and Marian Hatcher)
Sep	16	Day in Herman MO (Chuck & Sally Workman)
Oct	1	Tech Session (Bob Volpe) possible date
Oct	8	Columbus Day Parade (Norma Urani)
Oct	22	Ferry Drive (Phil Dean & Graham Davis)
Nov	4-5	Eureka Springs (KC AROC)
Nov	11	Planning Meeting (Ralph and Jane)
Dec	9	Christmas Party (Mike and Sue)

New Faces in 2006

In Club leadership news the usual gang of candidates was reelected except for the office of VP. Graham Davis takes over for John Ryman. John is unable to attend many events since he lives in Illinois so he asked that someone else take the job.

In other changes in the Club hierarchy Chuck Workman and John Ryman were elected directors.

We welcome all new officers and directors and look forward to their contributions in the coming year.

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.



AlfaHouse

of St. Louis

Service, Parts, Quality Restoration

Harden Ervin

alfaervin@hotmail.com

(314) 520-1994

From Pebble Beach Concours Program, August 2005

Pininfarina

The Design Standard for 75 Years

By Winston Goodfellow

The name with the greatest impact on automotive styling over the past 75 years is that of pininfarina.

The family legacy began on November 2, 1893, when Battista "pinin" farina was born in northern Italy in a small village just outside Turin. Pinin was the tenth of eleven children, his nickname meaning "baby of the family" in the local dialect.

Pinin's self-confidence blossomed at an early age and his adventurous spirit spurred him to explore Turin when he wasn't playing games in the street. Scholastically he did well in arithmetic, geometry, and sketching. And after school he spent time with a carpenter neighbor, becoming skilled using tools.

Pinin's elder brother Giovanni was an apprentice at a coachbuilding firm that designed and constructed automobile bodies, and Pinin often waited for him after work. There were "famous marques of cars outside Alessio's works," he remembered in his autobiography, *Born with the Automobile*. "My first impression was that they were like monuments.... I used to look at the design of the bonnets, the radiators, and the brass spiral of the horn."

Pinin's career began in 1905 when Giovanni opened *Stablimenti Industriali Farina S.A.*, "a bodywork repair shop" where their job was "to patch up and repaint. Five years later business was booming, so the company moved to larger premises. By now Pinin's skills had increased tremendously, so he ran several departments. He also began interacting regularly with industry "names" such as Fiat founder Giovanni Agnelli and Vincenzo Lancia.

In 1920 Pinin traveled to America and got an audience with Henry Ford. He was able to converse in English because he had learned the language while listening to the radio. When the great industrialist offered him a job he politely declined. "It is better the tail of your own fish than the head of somebody else's," he noted many years later.

Carrozzeria Pinin Farina-The Early Years

By 1930 Pinin had the reputation, knowledge, and desire to start his own company. The family backed his decision and he founded S.A. Carrozzeria Pinin Farina that May. His first

commission came from Vincenzo Lancia, a friend and confidant who encouraged him to go independent. "You are an artist," Lancia told him, "(and) I represent the long arm of engineering"



Ferrari 212 inter 1952

But Pinin was more than just an artist. "He was a very good technician who had good intuition of aerodynamics," says his son Sergio. "He was a master of forms, with very good taste and a great sense of balance."

From his earliest years Pinin sought commissions from abroad.

His first came in 1931 from India when he created a Cadillac V16 roadster for the Maharaja of Orcha. The rakish machine featured a long boattail and seating for four. Like most every car referenced in this article, that one-off machine is on display at Pebble Beach today.

As the decade progressed Pinin Farina made ever more efficient shapes while experimenting with the "berlinetta" (fastback) form. Several aerodynamic bodies on Alfa Romeos caused the press to dub Pinin "a futurist!"

Then his radical Lancia Aprilia Berlinetta Aerodinamica broke cover in 1935 and stunned everyone. "I was aiming for essentiality," Pinin noted in his memoirs. "(What) you take off counts for more than what you put on.... I had drawn the Aprilia's shape to be like an airplane wing."

That car's sleek lines soon found their way onto other models. Pinin Farina was one of Alfa Romeo's favored coachbuilders, and a highpoint in his work for them came in 1937 with the creation of a sensational, beautifully proportioned 8C 2900. The fenders had a lovely and efficient teardrop shape, and the hood was thinnest at the front, widening as it moved to the rear.

By the late 1930s the great coachbuilder was actively grooming his eventual successor: Pinin's son Sergio often visited the factory with him. Sergio was comfortable with the workers, as they were with him. They would sometimes play practical jokes on the green youth, which "he always accepted gracefully," as one longtime employee puts it.

World War II cut short Sergio's education. "When the war started," he recalls, "I had to escape... the German occupation. They asked me to go into the army with them and I

continues on page 7

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)

United Press International

Moscow car thief foiled by faulty brakes

MOSCOW, Nov. 30 (UPI) — A car thief was arrested in Moscow after the brakes of the car he stole from a repair shop failed and he rear-ended a sport utility vehicle.

Police believe he may have stolen the car to pay a fine from a previous car theft conviction, The Moscow Times reported Wednesday.

Police spokesman Valery Buzovkin said that the suspect, a 24-year-old native of the southern Russian republic of Kabardino-Balkaria, was visiting his roommate, who worked at the shop.

After looking over several cars in the lot, the suspect found a Nissan Primera with the keys in the ignition and decided to steal it.

"What he didn't know is that it wasn't there just for a paint job," Buzovkin said. "It needed to have its brakes repaired."

At the first intersection after leaving the repair shop, the Primera slammed into the back of an SUV.

Although the suspect fled the accident scene, police established his identity and arrested him the same day.

About a month ago, he was convicted in southern Russia for stealing a car and was ordered by the court to pay \$3,100.

"One theory is that he wanted to sell the car to pay off the fine," Buzovkin said.



Spring Fling 2006

Spring Fling 2006, our annual Alfa weekend, will be held on May 5-7 in Washington MO. The headquarters this year will be the Super 8 Motel as it appears the Lewis & Clark Inn will soon be demolished.

Spring Fling committees for 2006 are:

Chairman:	Walt Hatcher
Registration:	Norma Urami
Concours:	Rich Hirsch
Trophy:	Jane Rauth, Rich Hirsch, Janet Hirsch
Autocross:	Harden Ervin, Phil Dean
Art Exhibition:	Janet Hirsch, Marian Hatcher (theme is "Finish")
Rallye:	Sue Houser



Tools

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted airplane part you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say "Ouch!"

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.



For Sale

- '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 douglaese@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.



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

Note Bene continued from page 1

prevent suicide attempt by one CURRENT patient. Whaddya do?

So, eat lots of ice cream as one BIOGEN-IDEA (that Lains/Dean stock went from high of 70 to low 40s now) drug rep told me in 2005, the best quote of the year, "Did you ever notice how NOBODY in Dairy Queen is EVER depressed?"

It works, whenever I get sad about ALFA slow return to USA, I get a "Peanut Buster Parfait" at local DQ. If that doesn't work, I got OTHER drugs to give ya!

Good news from FIAT/ALFA is:

1) Fiat sales were strong (11% growth assumptions in 2006) in Nov 2005 and Alfa had "good signs of growth" ..ref. Dow Jones Newswire.

2) Alfa won first race of WTCC season..Augusto Farfus, Jr is the new 2006 version of Nuvolari? Second race 11-20-05 had Alfa guy above getting 4th in his Alfa 156..privateers running these cars, not the factory! First and second places were BMW 320is, Alain Menu got 3rd in Chevy Lacetti (whatever that is)..

3) James Thompson in Alfa getting 18th place in above race...yeah I know, kinda stretching it here..

4) Yokohama pleased with new tire tests of Advan named rubber concoction on ALFAs (BMW and SEAT also were mules) again..Yoko will take over from Michelin in WTCC races. Kyalami, South Africa, Winter testing program. What did St Lou AROC member Al Haack say about JAP tires for his ALFA? "I'm NEVER gonna buy JAP tires, those guys tried to shoot my ass out a B-24 a few years ago!"

5) Alfa shows Brera COUPE at Bologna show around Xmas..Giorgetto Giugiaro designed coupe is a "magical balance between sense and sensibility", says "The Sunday Times". Interactive display with space age panels suspended above audience was a high tech way to show car's features. Other ALFAs there were 159, GT, "166 flagship", and compact 147..all with Euro 4-cyl engines.

6) Meet ALFA designer Mr G. Giugiaro himself in Cobo Center Detroit, MI on 1-11-06 at Autoweek mag "Iconic Design Seminar" ..register at autoweek.com/dforum or call (313) 446-6041 to register.

7) Alfa 147 praised as quality and seat position much improved..Euros 29,900 for 2.0 liter (150 hp) engine with six airbags, seatbelt pretensioners (a Lains favorite), ABS (a Hirsch favorite), voice activated satellite NAV system (a Dean necessity), Bose stereo (a Sherrick favorite), GSM telephone (all for you, Norma), stability control (Volpe or Jeff Davis REQUIRED feature). Manual tranny OR Selespeed (auto tranny paddles behind steering wheel..just like Ferrari 360 Modena has), zero to 60 in 9.3 secs, max speed 129 mph, 44 mpg hiway/25 mpg city slickers. The interior instruments are labeled "benzina", "aqua" and "giri" to make you feel like GWB's "One World Order".

8) On day one 2006 have "Floods (CALIF), fires (OKLAHOMA is OK?), record heat (112 F in Australia worst since 1939), Cold (China — Com, gas guzzling, Blue Water - Navy- anti USA- sub buying, no health care for poor China), Rain (Rose Bowl Parade)..ref.: Drudge Report 1-2-06

9) More bad news from WSJ, 12-27-05 date (same day

as two of my old friends ended it all): ARCTIC MELTDOWN, aka no Arctic Wildlife (ANWR) oil drilling (one million barrels a day for many yrs). Thanks (?) to John F'ing Kerry and RINO Republicans against drilling a proportionate area of "a 50 cent piece on a football field" massive-sized Alaska wasteland..With over \$580 Billion dollar US deficits, Katrina, Nat'l gas supply hikes, South American drug lords winning prez jobs, Iran Nuke crisis..where's that damn ice cream??? Solution? Just don't raise taxes, as Laffer/Reagan curve showed tremendous INCREASE in US treasury revenues..in 2005!10) Buy Hybrids? WSJ 12-31-05 tax rebate summary of. Autoweek editorial — unrepairable hybrids with big black boxes saying "Do not open or die via electrocution" or something like that..Toyota Prius \$3,150 but wait til those toxic batteries start filling up local landfills..I drove/almost bought a Silverstone Silver coloured Honda Insight hybrid about 2 yrs ago. Six spd version was "peppy" with zero to sixty in 10.8 secs (same as my VW Cabrio in 1987), but latter hybrid is only one to NOT get a tax credit.."too many pollutants" with lead foot Dr Dino types, I guess. No room for bikes in the Honda Insight, hardly room for a significant other's JOY perfume bag from Nordstoms either.

11) Good news again..Barrett Jackson 33 hrs of auction on SpeedTV from 1-14 thru 1-22-06. Maybe another \$25K "SOLD! SOLD! SOLD!" '91 Alfa Spider will sell, for all the world (Hermann guys and gals too) to see and appreciate..barrett-jackson.com to see sales data in real time if you are driving with lap top in passenger seat. One thousand cars will be sold, no reserve. I have been to 6.5 acre tent a couple of times, "gotta see it before you die"..well, I know two who didn't get a chance.. The Number 03 Corvette (one and two are extinct) and the first ever 2007 Ford Shelby GT500 (Ralph and Jane going?) will be SOLD! SOLD! SOLD!

12) Other ARIZONA 2006 real and net auctions: russoandsteele.com, mauctions.com, silverauctions.com, kruseinternational.com

13) GM car buyers who make more than \$100K a yr are 32% more likely to buy from bankrupt car company (GM?) ..only 20% of those making less than \$20K a yr will do so..what this means for ALFA return and old Holden-ALFA V6 engines from Australia? I dunno.

14) Fly to Car Lecture/show in Detroit? Nope. WSJ (12-27-05 bad day again) reports non-certified plane mechanics working on US passenger planes/jets. To cut costs Airlines are outsourcing more labors..US Air in Charlotte NC crashed, leaving 21 dead after a non-certified repair. Happy CONRAIL Trails to you!

15) Go to Italy? Now? Soon? less money if we get 40+ tour participants..June 5th to June 16th, 2006 with Ferrari, wine tasting, Monza, Pisa, Lamborghini, Lake Como, Alfa museum tours, etc, John Swanson, 2515 26th St Drive Se, Cedar Rapids, IA, 52403 or www.iowatransportationmuseum.com. Only \$2,675 per person with 7 days of FREE FOOD if we get 40 folks, airfare is separate and distinct.

16) Watch "Enzo Ferrari" (Sergio Castellitto is the lead, Carlo Carlei is director) movie on DVD..215 mins and \$29.99 from 1-800-573-3782..is a movie with dream scenes, flash-

Pininfarina, continued from page 3

did not want to do that. I went into the mountains and remained hidden for one year."

What he witnessed during this time and throughout the remaining years of conflict gave him an acute sense of fairness and a broad view of the world. "I was very, very young and remember the joy of life and recovery of my country-both economically and mentally," he says, referring to the years immediately following the war.

"It was an awakening for a young man like me, for it opened up the world. We had been educated with fascist ideas and were told in school that the Roman civilization was the most informed.... (To) be able to consider more than Rome was an eye opener, for there was the United States, there was London, France. All these others made great contributions to civilization."

Like his father, Sergio would end up possessing a global awareness and a faith in humanity that would remain throughout his life.

The Postwar "Boom"

Within months of the war's end, Pinin was actively designing and producing cars for Alfa Romeo and Lancia. Then in



1946 the man's indomitable spirit flashed when he decided to display his wares at the Paris Auto Show.

Because his cars were banned from participating, Pinin and Sergio drove a Lancia Aprilia and an Alfa 2500 to the event, parking them across from the exhibition's entrance at the Grand Palais. On the last day, the show's secretary

approached Pinin, saying "You have earned yourself a central stand next year"

"It felt to me as though the war-which not only (meant) air-raids, artillery fire and bread rations-was over that day," Farina wrote. Sensing that hostilities had festered "right up until then, I should not have had any greater success if I had been given one of the front row

of stands in the Grand Palais for our cars."

Several months later, at the March 1947 Geneva Auto Show, Pinin Farina and Maserati made news when they unveiled their radical A6 1500 prototype. But the car that focused the spotlight on Pinin and vaulted him to center stage of automotive styling was the seminal Cisitalia 202.

Cisitalia, formed in 1945, was owned by Pinin's friend, industrialist Piero Dusio. "I told (him) when the time was ripe I would work with him," Pinin wrote of their talks during the War. "I thought (the project) was brilliant and exciting. We often got together to exchange notes, suggestions, and sketches either in his house, or in (our factories)."

The resulting form of the Cisitalia was clean and uncluttered, exhibiting magnificent balance. Its design also marked the first time that the hood of a front-engine car was lower than its fenders.

Pinin's 202 first broke cover on September 28, 1947, at the Villa d Este Concours d'Elegance, then made its international debut at the Paris Auto Show. Called "a beautifully finished and streamlined coupe" by Autocar, its proportions were so spot on that Motor noted its "very neat coachwork creates the illusion of a much larger vehicle."

That was just the beginning. In March 1948 U.S. importer Max Hoffman parked the first 202 to hit America's shores in front of his New York Park Avenue showroom. Crowds quickly overwhelmed the sidewalk, spilling out into the streets.

Shock waves rippled across the country. Three months later, California-based Road & Track magazine featured a photo of a 202 parked next to a Buick; the contrast could not have been more startling. "(We) suggest some American manufacturer . . . obtain the rights to build the Cisitalia coupe in this country," its editors unsuccessfully pleaded in their column.

Pinin Farina's 202 marked a turning point in automotive history. So pure was its look, so great was its influence on the industry, that four years after the model's introduction, one was placed on permanent exhibit in New York's

Note Bene continued from page 6

backs, etc, so stay sober trying to follow it, reviewers say. Item number D3163 or on line at www.kultur.com. anybody got a portable DVD player for our Jan event?

17) Bad news again..WSJ, 12-30-05 issue...p. A1. \$106 million..Phil Purcell's (everyone ELSE I've met whose name is "PHIL" is a jerk) severance package after a few weeks work at Morgan Stanley??? \$207 million..cost of producing KING KONG movie \$52 million..Johnny Damon's 4 yr contract with NY Yankees. \$21 million to HP Carly Fiorina (CEO) firing package deal.

18) "Maybe his Mother loved him, but I've never met anybody who does" .. quote from Dick Cheney about Dr. (Howard) Dean..whew! Close one there! NOTE to VEEP: The Ancient Greeks considered HUBRIS to be the worst of character defects.

19) Reinvent the Wheel! Buy a ride on a one wheeled (30mph) motorcycle..yellow is best..sells for \$5, 670 at pix at www.wheelsurf.nl

20) "It can be no sufficient compensation to a corpse to know that the dynamite than laid him out was not of as good a quality as it had been supposed to be" ..Mark Twain..so, see ya at Old Spaghetti Factory in Chesterfied on 1-15-06 (1800 hrs) .some one bring a DVD with Enzo DVD movie thing?..(or not!)

--Dr PHIL



continues on page 8

Pininfarina, continued from page 7

Museum of Modern Art. Subsequently dubbed a "rolling sculpture" and the star of the museum's "Eight Automobiles" exhibit, the show's catalogue noted, "The Cisitalia's body is slipped over its chassis like a dust jacket over a book."

No sooner had the 202 captivated everyone's attention and entered production than Pinin Farina was hard at work on an open-air variant. The 202SC Cabriolet was first seen in 1949, and it used to great effect many of the coupe's general forms, styling accents and overall proportions.

But the coachbuilder didn't confine his creativity to any one marque. Pinin designed and made a number of handsome 6C 2500 coupes and cabriolets for Alfa Romeo in the late 1940s and early 1950s. And he was also actively engaged with Lancia; he designed some of the company's first postwar offerings, including custom coachwork examples such as the stately if conservative B50 cabriolet of 1951.

That same year saw the introduction of one of the most influential and respected cars of the early 1950s—the Lancia Aurelia B20 GT. "Speed had entered into people's lives," Pinin reflected of the era, and the effort. "Style had to be the soul of construction now ... I worked (on) the B20 virtually in a state of trance, with a pleasing tingling in my hands"

The lovely lines of Pinin's B20 GT were derived from the seminal Cisitalia 202, and its sophisticated platform was the basis for the radical Amelia PF 200 coupe of 1954. This unusual showcar had entirely different proportions than the production B20 GT and made striking use of swooping buttresses behind the cabin; this styling touch was used on a number of Pinin Farina showcars of the era.

The following year the Lancia Aurelia B24 Spyder debuted. It used a shortened B20 chassis and was aimed primarily at the American market. Road & Track testers noted "there is a lot of soundness and brilliant engineering hidden under the smooth Farina contours, and nobody who buys one need doubt he has a thoroughbred in his stable."

Maserati offered an even higher performing Pinin Farina-bodied thoroughbred. After Pinin's radical Maserati prototype of 1947, he made a number of handsome but more conservative A6 1500 berlinettas and cabriolets. But the 1954 A6GCS he created was anything but understated. Low and lean, its superb proportions, imposing front grille, voluptuous rear fenders, and exhaust pipes found only on the left side of the car were some of the mid-1950s finest forms. Just four were made.

In a completely different price bracket were Pinin

Farina's numerous cars for Fiat. Production models in the 1950s such as the 1100 TV may have found customers, but none was as cute as 1956's one-off Eden Roc Beach Car based on 600 mechanicals.

Worldwide Gaze

Though a great deal of Pinin Farina's work in the 1950s came from Italy, the coachbuilder was hardly restricted in his vision. He continued to travel abroad, often taking son Sergio with him. They visited America in 1951, finalizing designs on Nash's new Rambler sedan.

That led to the creation clone of America's earliest sports cars, the Nash Healey. The model debuted in 1950 with a different body. Just over 100 were made before Pinin Farina applied his talents, producing a lovely and well-

received sports car in 1952. Production was truly an international affair, with the engine and drivetrain being sent from Nash in America to the Healey works in England. These items were then installed in the chassis, and that was sent to Pinin Farina in Turin,



1954 Lancia Aurelia B24 Spider

where the body and interior were made by hand. The completed car then went to America.

Pinin Farina also worked with German clients. A superb one-off Mercedes coupe was made on the marque's prestigious 300 sedan platform in the mid-1950s. This car's proportions and surface development were so perfectly matched that it is hard to imagine a four-door car using the same chassis. The roof, pillars, and greenhouse were remarkably light and airy, all Pinin Farina hallmarks of the period.

Almost ten years later the carrozzeria would work its magic on another Mercedes. The 230SL was a two-seat sports car with an elegant design done in house at Mercedes. But Pininfarina's version of it was more striking, with tauter body panels, the hallmark slim roofline and pillars, and an intriguing reworking of the grille. Like its 300b predecessor, it remained a one-off.

The Ferrari Connection

In the early 1950s, Pinin Farina acquired the account that would truly vault its name to the greatest heights of worldwide fame. Pinin and Enzo Ferrari had been acquaintances for the better part of 30 years and, by the end of 1951, Ferrari was the undoubted king of prestige cars in Italy. His machines had won four Mille Miglias in a row and had scored a victory at Le Mans in 1949. Ferraris had also been victorious in three of the last four Formula 1 races, and the scuderia

continues on page 9

Pininfarina, continued from page 8

narrowly missed the world championship while handing Alfa Romeo its first postwar defeats.

Pinin watched Ferrari reach the pinnacle with admiration and respect. "It was his character which interested me," the coachbuilder noted in his memoirs, "as tightly closed as a walnut, disdaining the bonds the world proffered.... He made the side panels for the racing cars at Maranello, while he used several coachbuilders for the sports cars. However, it was obvious that for some time he was looking for his Own, coachbuilder with whom he could establish a new kind of harmony."

Pinin's son Sergio had a ringside seat as the two men danced, each wanting to work with the other: "My father had the intuition that, in the future, Ferrari was becoming the most important motorcar in sport. He had in mind that Cisitalia would never go there. Maserati had some trouble, and Ferrari would be first. Therefore my father wanted to go to Ferrari.

"But both were prima donnas, men of very strong character. Mr. Ferrari was NOT coming to Farina, and my father was NOT going to Modena."

Eventually a meeting was set up halfway between Modena and Turin in Tortona, and that luncheon in 1952 started the greatest, longest lasting collaboration between a coachbuilder and an automotive manufacturer. After the two parties said their goodbyes, Pinin and Sergio clamored into their Lancia Amelia GT. No sooner were they on the road toward home than Pinin turned to his son and said, "Ferrari is a new customer. I believe it will be a great future for Pinan Farina. You take care of it!

"I take care of what?" Sergio replied.

"Everything. Design, quality, production, pricing, everything. If I put you in some other area of the company, you will take work from the older, established managers. This activity is brand new, so you go ahead with it."

Sergio was giddy with delight and couldn't help but admire his father's strategy. Then age 25, Sergio had grown up in the company, but he had just recently started working fulltime; this was Pinin's way of showing his confidence in his son while watching over his shoulder. That confidence was well placed; the relationship between the two companies is as strong as ever five-plus decades later.

The first few Pinin Farina bodies for Ferrari were typical of the coachbuilder, elegant and restrained whether they were one-offs like the 1953 250 Europa cabriolet or part of small series like the Europa coupes. In the second half of the 1950s almost every Ferrari was designed by Pinin Farina, and that trust was reflected in the sheer beauty of the coachbuilder's creations.

One of the most influential was the stunning one-off showcar from 1956, Superfast 1. The general form, the proportions, and details such as the front end were harbingers of Ferrari design for another decade. Other styling touches, such as the use of different colors on the lower and upper halves of the car, were repeated two decades later on Ferrari's Berlinetta Boxer and 308s.

Pinin Farina was just as successful designing open-air Ferraris. In 1957 one of his most stunning one-off prototypes

was revealed-the 250 GT Spyder done for Ferrari racing driver Peter Collins. This masterpiece used some of the general forms seen on Superfast I but developed them even further, making for a beautiful, sensual, yet taut design without one millimeter of metal out of place. A short run of 35 other 250 GT Series I cabriolets appeared over the next 18 months.

Sergio was managing the company when his family's surname became one word by decree of Italy's president Giovanni Gronchi. The president's idea was the name "PininFarina" had become so well known around the world as an ambassador of Italy and Italian design that the name "Pinin" should fuse with "Farina." On June 6, 1961, Italian law made it so.

Sergio Pininfarina continued to guide the company and its design direction masterfully, with great aid being provided by his brother-in-law, Renzo Carli. The company continued its close association with Ferrari, designing competition cars such the 330 LMB and 250 LM, and streetcars such as the visceral 275 GTB/4.

The Modern Era

Pinin passed away in 1966, knowing the company was in good hands. Sergio became company president, Renzo Carli the managing director. That year the two expanded the experimental department by creating a new study and research center. Three years later the company built a new factory to handle the increase in production of Pininfarina bodies. In 1972 Pininfarina opened its wind tunnel, the first in Italy to handle full-size cars and models.

One of the first machines to come from the galleria del vento was Abarth's SE 027. This radical competition machine debuted at 1974's Geneva Motor Show, purpose-built for Europe's 2-liter championship. Its slippery shape looks all the more sensational, thanks to Pininfarina's marvelous use of two-tone paint.

Not many cars from the 1970s were as exuberant as the 027, for the decade was difficult for all in Italy and Europe. Student unrest, social and economic pressures, and the two oil crises crippled the industry. Yet through it all Sergio Pininfarina remained an optimistic man; his world vision and his great belief in humanity have pulled him through the most arduous times. That sense of optimism is reflected in the company's designs, best typified by one of the decade's most beautiful cars, the 1978 Jaguar XJS. Unfortunately, that sensational machine remained a one-off.

Today the company is ably run by Sergio's eldest son, Andrea, and all one has to do is look at 2000's one-off Ferrari Rossa and the just-debuted Maserati Birdcage 75 to know automotive history's most influential family of designers and coachbuilders plans to stay that way.

After seven-plus decades of design excellence, what is it that makes a Pininfarina car so special? Pinin best summed up everything when he observed, "The interrelation between the body of a beautiful woman and a Farina-designed car is that both have simplicity and harmony of line so that when they are old, one can still see how beautiful they were when they were young!



Alfisti Cooks!

by Sue Houser

The Christmas party was great fun and thankfully the weather cooperated, not too cold. We had a nice turnout of around 35 *Alfisti*. The Dublans made the long trek from Chicago to join us. We were however, missing a few of our friends due to the nasty flu that is making the rounds. Our own Dr. Phil was dispensing medical advice on flu complications.

As usual we had turkey, ham, potatoes, dressing and gravy, but there were wonderful desserts, appetizers and vegetables. I'm still trying to get some of those recipes, so this month I'm using the Pumpkin Pie Bar recipe that I brought to the November Planning meeting.

Sue Houser's Pumpkin Pie Bars

(From the St. Louis Post Dispatch)

- 1 (29-ounce) can pumpkin
- 1 (12-ounce) can evaporated milk
- 1 cup granular sugar
- 2 eggs
- 2 teaspoons pumpkin pie spice
- 1 (18.25-ounce) yellow cake mix
(with pudding in the mix)
- 1 cup chopped walnuts
- 1 cup (2 sticks) melted butter

Line the bottom and sides of a 9 x 13 inch pan with waxed paper. Preheat oven to 350 degrees.

In a bowl, whisk together pumpkin, milk, sugar, eggs, and spice. Pour into prepared pan. Pour the dry cake mix evenly over the pumpkin mixture. Gently pat the chopped walnuts evenly over the cake mix. Spoon the melted butter over the walnuts. Bake for 50 to 60 minutes or until a knife inserted into the pumpkin layer comes out clean. Let cool in the pan on a wire rack, then invert onto a tray. Carefully lift off the pan. Gently pull off the waxed paper. Refrigerate the cake for at least one hour. Cut into bars and serve with whipped cream if you wish.

I'm getting ready to spend a week in our nation's capital, hence the short column. I hope to see everyone at the January 15 dinner at the Old Spaghetti Factory in Chesterfield. Hope everyone had a good Christmas holiday.

Woofs and Meow,
Sue



National Pro Road Rallies Return to Missouri in 2006!!!!

by Mike Houser

Trespassers Wil: Friday, 24 February.

Starts in Steelville, then thru Viburnam, ends in Salem.

100 Acre Wood: Saturday, 25 February

Starts in Salem, then thru Ellington, ends in Salem

Both of these events have been upgraded from the "club" level to the "national" level in 2006. What this essentially means is that the top competitors nationwide, some with manufacturer's sponsorship are certain to show up.

Come on down, join the crowd, volunteer and be assured of having a front row seat. If you decide to participate, we recommend bringing your "daily" driver because most of the action takes place on gravel roads.

More background info can be found at these sites:

www.rally-america.com

www.100aw.org



Alfa Romeo 2006 Calendar, \$10



Available now, the 2006 Alfa Romeo Calendar is filled with photographs of the cars that we all know and love. This is a full-color calendar listing the 2006 St Louis AROC events.

Preview at the website: www.catenary.com/isaluti
2006 Alfa Romeo Calendar only \$10 + \$2 postage

To order contact:

Jane Rauth (314) 991-4890

Bad News

Fire at Carter Hendricks' Shop

[Though not active lately, Carter was a founding member and an enthusiastic supporter of the St Louis Alfa Club in the early years. -- rhh]

Thanks to everyone for the messages of encouragement. There was a serious fire at my shop on December 20. I am doing very well.

Skin grafts are interesting technologies. Statistics: 11% burns, left arm, neck, right arm.

My own Giulia Super suddenly caught fire, in its interior, probably an electrical short on the unfused leads to the ecu relays. I had the idea that I could simply pull that car outside with a floor jack, but half way out the front brakes applied from the heat and that was that. By this point the windows were out of the Super and the shop at the front doors was involved. I realized that James, the shop Boxer dog, was still somewhere in the shop and I went in through flames to find him. By the time I got him to come to me through the smoke the flames had grown. On the way back out my eyeglasses melted on my head.

The fire engulfed the interior of the Super, and damaged the adjacent '72 Spider shell. But by pulling the Super almost out of the shop, the damage was confined to the very front of the building. The front of the shop was made from a grand old house, and had a tin ceiling which was pulled down by the firemen. There was limited damage to the cars and shop. We are planning to remove the cars from the front and begin reconstruction soon.

So there are two parallel projects: I am also working hard at rehabilitation. Never tell a physical therapist that you want to work hard. But all of this will take time, and for now my doctors and Lynn say I am not allowed back in the shop.

Lynn and my daughter Anna have been wonderful. I am at home, gathering strength and healing fast.
--Carter Hendricks, carter@carters-shop.com



St Louis Alfa Club Loses a Friend

We are sad to report the passing of Donna Pacropis, friend to many St Louis Alfa Club members.

Over the years Donna attended many Alfa Club events, usually as a guest of Phil Dean. Attached is a photo of Donna taken a few years ago at the summer soiree event hosted by Jon Rhodes and Nancy Scoggin.

We will miss her...

Obituary from St L Post-Dispatch:

Dr. Donna Elise Pacropis M.D.

Pacropis MD, Dr. Donna Elise St. Peters, MO, December 27, 2005 age 48. Dear daughter of Shirley Mullins and the late Donald Robert Pacropis; dear sister of the late Brian Joseph Pacropis. Birthplace: Dover New Jersey. Services: Funeral at the BAUE Funeral and Memorial Center, 3950 West Clay, St. Charles, MO, where a gathering will be held Friday, December 30, 2005, 5:30-7:00 p.m. with a Memorial Service 7:00 p.m. at The Baue Funeral & Memorial Center Chapel. Interment St. Charles Memorial Gardens. Memorials may be made to Humane Society of St. Charles.



Donna Pacropis, Sue Houser, and Debbie Dublan at the Summer Soiree, August, 2004.



At the Christmas party... Jane Rauth opens
 the present decorated by Graham Davis in
 splendid Alfa fashion: with a serpent
 devouring a person (in this case Elmo).



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

Jan 2006 AROC St Louis

Jan 15 Old Spaghetti Factory
 Sunday 6 pm

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				