



i Saluti

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Note Bene

by Rich Hirsch, *i Saluti* Editor

Thanks to Sherri and Steve Coldewe for holding March's swap meet. Although not much was traded or bought, everyone there enjoyed the excellent food and great camaraderie. Among the new things to look at were Steve's "new" Crosley and his intensely yellow 'Vette.

Spring Fling

Spring Fling is fast approaching! Sign up now so you won't be left out. One aspect of SF 2004 that hasn't been mentioned yet is the great door prizes the VP John Ryman and others are rounding up. I understand there are numerous \$50 gift certificates and one copy of the "Victory by Design" DVD (longer than the televised version and without the commercials). See you at Spring Fling!

AROC election

Once again it's time to vote for directors for the National Alfa Club. Please consider voting for past AROC president and KC Alfa club member John Justus. If you're in the dark as to others to vote for, John suggests voting for Bill Gillham and Gene Kessler.



Next Event ...

Spring Fling

Apr 30 - May 2 Washington MO

Spring Fling is our 14th annual mini-convention featuring autocross, rally, concours, art exhibition, swap meet, banquet, and awards luncheon. It will be May 2 - 4 in Washington in beautiful Missouri River country. The registration form is on page 11 and more info on page 5.

This year's art exhibition theme is "Spark."

Remember to make your hotel reservations by April 16 and send your registration to Norma by April 23.

And in June ...

European Car Show

**Sunday June 6, Plaza Frontenac
Lindbergh Blvd & Clayton Rd**

Setup time: 10am - 11am.

Show time: 11am - 3pm.

Registration fee: \$20 (\$23 on show day).

For info contact Rick Siefert at (636) 532-1051, x 105

Coming in July ...

Alfa Day at the Lake

**2 pm Boating, swimming, splashing, fishing
5 pm Dinner and polite conversation
Saturday July 17 Lake Tishomingo**

Join us for a day of water sports and relaxation at picturesque Lake Tishomingo, a short drive away in Jefferson County. Bring your Alfa (or not)

Map and directions next month.

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.

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2004 Calender

- April 25 Ferrari Club of America drive. Leave from Maserati Store, Chesterfield Airport Road at 11am. RSVP as Phil's guest (636) 456-8370 before 4-16-04...FCA members and "guests" allowed. Or, drive to "Di Gia Cinto" (Ital restaurant) in Union, MO if you wanna "crash" event...(near Washington, MO, seven miles south of Hwy 100 and Hwy 47 in Franklin County, 10 miles off Hwy 44)
- April 30 - May 2 **Spring Fling** weekend, Washington MO
- June 6 European Car Show, Plaza Frontenac, Setup: 10 am, Show: 11 am - 3 pm. Contact: Rich Hirsch (314) 962-7833 Preregistration \$20 to benefit St Louis Shriners Hospital for Children.
- July 17 **Alfa Day at Lake Tishimingo**, Jefferson County MO
- July 18 Ferrari club drive
- July 28 - Aug 1 **AROC National convention Giulietta Giubille**, Manchester NH
- Aug 21 **Formal Party** -- Jon Rhodes and Nancy Scoggin
- Aug 27 Ferrari dinner
- Sep 11 **Alfa Club Picnic** at the Hatchers' home
- Sept 11-12 St Louis Museum of Transport celebration
- Sept Herman MO outing (Chuck Workman)
- Sep **Tech Session** at Volpe's shop
- Oct Fall Tour to Crown Valley Winery
- Oct 29-31 **Eureka Springs** AR weekend
- Nov **Planning meeting**
- Dec **Alfa Club Christmas Party** at the Housers' home



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Happy 50th Birthday to the Wonderful Giulietta!

by George Graves

It was 1954 and the Alfa Romeo 1900 was the bread-and-butter offering of this prestigious Milanese auto builder. It was available as a standard unibody saloon as well as in coach-built variants from the various Italian carrozzeria. The 1900 was a far less expensive car than its predecessors the 2500 series and the stratospherically priced prewar models. But Alfa's current head, Dr. Ing. Orazio Salta Puliga, was still not satisfied that Alfa was building the kind of mass produced automobiles that the times demanded. The fancy pre-war Jano designed 2500cc 6-cylinder engine was a thing of the past and smaller, cheaper 4-cylinder engines were definitely the way ahead. The 1900 engine was almost 2-liters in capacity and it was felt that the market required something even smaller. Thus the Giulietta engine was born. This small engine of 1290cc had a slightly undersquare bore of 74mm and a stroke of 75mm and in its "Veloce" version gave 90 horsepower at 6500 rpm, which allowed a top speed of 112 miles per hour.

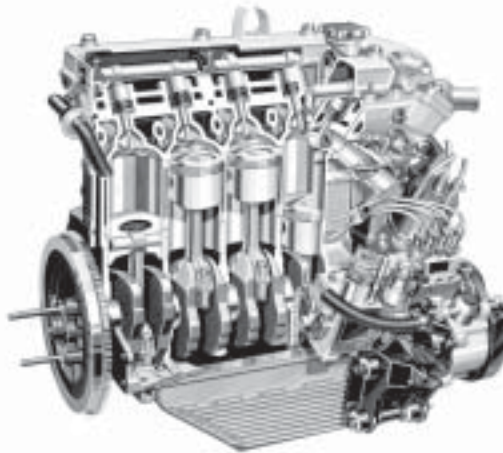
The Alfa penchant for building great-looking good performing, jewel-like engines was much in evidence here. And the new engine was a jewel. With its dual overhead camshafts, all aluminum construction, hemispherical combustion chambers, 5-bearing crankshaft, it was the epitome of modern engine thinking at the time.

The Giulietta Is Born



Giulietta Sprint, 1964, 1290cc, 80bhp @ 6300rpm, 102mph

The new car destined to carry this engine was named the Giulietta (after Romeo Montague's famous "squeeze" from



The venerable Alfa DOHC engine originally used in the Giulietta.

the Shakespeare play) and was supposed to debut as a new saloon (as had become Alfa

practice) with sporting versions to come later. Unfortunately, Alfa had gambled on a cash-raising scheme of organizing a lottery whereby customers would buy a chance to win one of the new models. This worked great until development and

production delays pushed the launch date further and further back. Alfa had miscalculated by announcing the winner's names before there were any cars to give them. Fortunately, Alfa Romeo had the engine, chassis and other mechanicals mostly ready, so Alfa's coachbuilder partner Nuccio Bertone was commissioned to produce a sleek new 2 + 2 coupe to fill the void. The car was finally announced to a waiting world in late 1954 and caused a sensation. In a time when most sports cars were crude, open top affairs without much style or weather protection, the pretty little Giulietta Sprint, as

it was called, was a revelation. It sported a graceful fastback and large rear window that contributed to the car's modern, open feeling and light, airy cabin. The original "lottery cars" were equipped with what we, today, would call a hatchback tailgate instead of a trunk lid. This hatch opened all the way up into the roof and gave access to the entire back of the car. This feature was dropped in later production models as it was felt that the hatch compromised chassis integrity and stiffness. Other features were large wheel wells to show off Alfa's lovely new cast wheels and huge, wheel-filling finned aluminum brake drums. Although somewhat slab-sided, the Sprint had a beltline that swept away at each end from the car's large doors, giving it a graceful, yet taut, almost feline profile.

The hit of the 1954 Turin Auto Show, the car instantly gave Alfa Romeo its first series production success. So, the first Giulietta was not a saloon, but rather a beautiful sport coupe with sprightly performance and great handling on a platform that would, essentially, serve Alfa Romeo for the next 40 years.

Some months later, the Giulietta Berlina finally did appear and it was a delightful little car with 53 horsepower and room for five adults. Since front cabin space was at a premium, the Berlina continued the post-war Alfa Romeo practice of having a less than prepossessing column shift. By all accounts this mechanism wasn't half bad, but it did nothing for Alfa's sporting image. Of course, the first 7300



continues on page 9

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Get Ready for Spring Fling 2004

Spring Fling 2004, Apr 30-May 2 in Washington MO, is an event not to be missed. Walt Hatcher has been busy making all the arrangements and here's the scoop:

We have a block of rooms reserved at the Lewis and Clark Inn for the nights of April 30 and May 2 at special rates. Be sure to mention the Alfa Club when you call and make reservations early. Call Lewis and Clark Inn by April 16 at (636) 239-0111.

Spring Fling activities include a rally/tour through Missouri wine country, an autocross, a people's choice concours, and art exhibition/open house/swap meet at Hatchers' in Washington, Missouri.

The theme for this year's Alfa Art Exhibition is *Spark*. All media are welcome. And you don't have to create something based on the theme, you can enter any automotive art you create. Previous years' entries have been sculptures of metal, plastic, or life-size fabric objects, watercolor, oil, and computer paintings, jewelry, photographs, and quilted jackets and wallhangings.

Join in the fun and let other "Flingers" enjoy your creative efforts. Start now and create your masterpiece, and remember, *Spark*.

For more Spring Fling information contact Walt Hatcher, (636) 239-2690. See the registration form on page 11.



For Sale

- **'74 Spider**, red, many new items including recored radiator, tires, master cyl, brakes, upholstery, alt, battery, ign. wires, more. Floor replaced on driver's side, patched on passenger's side. New Volpe custom exhaust. Stored inside while we've owned it. \$4500. Kevin Chapman, (314) 972-1836, jkchappy@yahoo.com. Runs fine. A lot of work and love went into this car. **New Listing!**

- **'73 Spider**, red, "very good garaged" condition. Same owner past 12 yrs. \$4000 obo. Joel Huggins (Atty at Law), Springdale, AR (501) 756-2284, elizabethhuggins@cox-internet.com. **New Listing!**

- **'85 GTV6** 54,000 miles. White, black leather interior. Original paint, no rust! Original seats, leather in good shape. Runs great, ANSA exhaust. Tires (metric) have 90% tread left. Only non-original items are radio/CD player and exhaust. \$4500. Mark Atterbury (Atty at Law), Lincoln, NE, (402) 484-5387 home, Mark.Atterbury@Exmark.com. **New Listing!**

- **'88 Quadrifoglio**, red, with red carpet. Original paint in good condition. Not ding free but very nice. Top in great shape. Owned car for 3 yrs. Garaged when not in use. Have hard top. Car comes with tool kit, shop manual, car cover. Runs great. Has only required radiator overhaul since 2001. \$7,000 obo. Joe Goodner, Norman, OK (405) 701-8274, jgoodner@cox.net. **New Listing!**

I have two beautiful red Alfas and sadly I must sell one. When one is sold the other will not be for sale:

- **'86 Spider Veloce** 78,000 miles, purchased new, red / black leather with red stitching - Factory A/C - Power Windows - Ziebart when new (not a speck of rust) - never hit or repainted. Black Top is original (faded), but back window is clear. All original except Momo steering wheel, shift knob and a new Ansa exhaust. Looks, runs and drives perfect. A rare opportunity - \$6,900.

- **'95 164 LS**, 4-cam V-6 Sport Sedan, purchased used in '98 after I logged 75,000 miles on a '94 164 LS that I bought new. The '95 is red with black leather, stick shift - 150,000 miles (my everyday driver) - engine rebuilt at 115,000. Original except for a Stebro exhaust and chrome Moda wheels. Excellent condition. \$11,500.

Both cars listed above offered by Terry McGavern, Kansas City, Mo 64114, (816) 363-7763, tmcgavern@networksplus.net.



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Easter Car Show

by J Hirsch



Sunday, April 11 we had a good showing of local Alfas. All decades were covered from the 50s to the 90s and we were able to arrange them: chronologically, open cars and closed cars. Open cars, from arrow at left: Ralph Coldewe's '59 Giulietta, Rich Hirsch's '67 Duetto, Dave Torretta's '72 Spider, Mike Houser's '76 Spider, Frans von Kaenel's '86 Spider, Phil Dean's '91 Spider. Closed cars: Sue Houser's '69 GTV, Hal Fleming's '91 164.



Ralph Coldewe's '59 Giulietta with the new custom-made tonneau cover. Ralph has owned this car since 1962.



Mike and Sue Houser with their newly restored '69 GTV. Sue has owned this car since 1980.



50s, 60s, and 70s spiders: Ralph Coldewe's '59 Giulietta, Rich Hirsch's '67 Duetto, Dave Torretta's '72 Spider, Mike Houser's '76 Spider. Rich's Duetto was the only red Alfa present!



2004 Rallye Report

by Mike Houser

The **100 Acre Wood & Trespassers Wil** rallyes were held on 20-21 February headquartered in Salem, MO. These events (and others) are sponsored by the Sports Car Club of America (SCCA) and are part of the "club rallye" series which is the "minor league" level for those willing to risk damage to the cars and/or themselves. Try to picture a car traveling on upaved gravel roads (special stages) at an "average speed" of 60 mph!! Won't try to describe here what is involved so get on the internet & use Google for additional info on the SCCA. A recap of each event is as follows....

Trespassers Wil (20 February).

The event actually started in Ellington, MO & finished in Salem, MO. All the 33 cars entered managed to get thru the first special stage, The second special stage was another matter. The first 28 cars made it to the end of the stage. Car #29 for some unknown reason hit a tree "dead on" (possible suspension failure). Car #30 which started a minute behind swerved to avoid Car #29 & hit a tree stump. Eventually, the guys in Car #29 were transported via helicopter to BJC in St. Louis with head lacerations, broken ankles, etc. Last word is that they are OK,

100 Acre Wood (21 February).

Started in Salem, then to Steelville, then to Viburnam and back to Salem. No major problems except one car decided to go sideways at a low water crossing on special stage 5 & ended upside down!!! Thankfully no injuries here except for "bruised" egos.

Final Note. At last report, there will be an event in February 2005!!! Some of you may want to come down & volunteer as a worker. If not you can always come down and be a spectator. Hopefully in 2005, the rallye(s) will not conflict with the "traditional" President's Day Drive!!

And you are invited . . .

By now most of you have at least uncovered your "baby" and/or "babies" for this year. So the Easter Car show thing has come and gone and now what? As you perhaps know, the St. Louis Region of the SCCA sponsors a series of local rallyes. In 2004, there are six events scheduled for April, May, June, July, August, September.

The April 18th rallye is a very simple Time-Speed-Distance (TSD) event starting in Columbia, Illinois and ending in Millstadt, Illinois. When I say "simple TSD" that it exactly what it means. Every turn has mileages in the Route Instructions and many instructions also include the time (in minutes & seconds) you arrive and/or leave a specific point. General information about the event is posted on the www.stlscca.org website. Want more detailed info? Send me an e-mail (alfadesign@charter.net) and get the General Instructions to find out specific details.

Finally, it would be nice to see some Alfas competing in this year's events. After all, there are fewer cars more suited for rallying. Over the years, we had great fun in the '69 GTV (which is back on the road again, finally!!!), the '76 Alfetta and the '76 Spider.



from *Street Rodder, May 1976* and *Georgi Alfisti newsletter*

Save That Stainless!

by Frank Oddo

With some home-made tools and a little patience you can repair this precious metal.

Thanks to an English metallurgist by the name of Brearley, who in 1916 patented a cutlery steel containing 0.70% carbon and 16% chromium, the automotive world gained a metal that for all practical purpose's is forever.

It's true. Stainless steel alloys resist attack from atmospheric corrosion, organic solutions, hot or cold acids and scaling at elevated temperatures. That's why so many pieces of exterior body trim were stamped from the eternal metal back in the days when automobile manufacturing was a craft and not a copout. Alas, the classics are a thing of the past, and now that costs are prohibitive, painted plastics have taken the place of the beautiful rustless alloys.

Unfortunately though, even stainless steel will accumulate a lot of dimples and dents during 30 to 50 years of exposure to road hazards. But hold on, here's some good news—stainless automotive trim can be worked cold like mild steel...even with the simplest of hand tools as Phil King demonstrated for us a few weeks back.

So don't go spending big bucks for a new pair of headlight rims or side trim. At least not until you've tried your hand at repairing those items you already have.

- 1) Picking and dinging hammers are useful for bumping out small dents and imperfections. But maybe you won't be doing very much — so make your own out of a broken screwdriver blade and a pair of Vise Grips. Both a blunt and a sharp point is desirable. Any smooth chunk of metal, aluminum or harder, will serve as a general purpose dolly.
- 2) The trick to this kind of metal work is to always know exactly where your high and low spots are. And for that you will need a "guide coat." Just spray a little primer inside and out.
- 3) ...and lightly sand it off with 320 wet/dry sandpaper.
- 4) Once the exact parameters of the dents are located you can proceed to "pick" them out. Work from the inside out.
- 5) Use the blunt and until you bring the dents down to several smaller ones, then pick in the specific spots. Hit the dent right on the high spot with no more force than the weight of the tool affords.
- 6) Don't spend too much time on a dent without shooting another guide coat. It makes it easier to see what you are getting accomplished. Thin stainless "works"

continues on page 8

Wrecked Exotics

A Website That Documents Exotic Car Wrecks

From the Los Angeles Times, Highway I Section, Wednesday, February 25, Dan Neil writes about a website that shows the need for our AROSC Drivers School for those who have more money than sense when it comes to exotic cars. As he states, "At the point where rich guys' funding exceeds driving talent, one can often find a tossed salad of shredded carbon fiber, crumpled aluminum and highly engineered junk, a.k.a. an exotic-car wreck." An anonymous 27-year-old Bay Area executive with a sense of black humor has posted pictures of these "mechanical pratfalls" at www.wreckedexotics.com. Fortunately, there were no Alfas shown in the worst categories, although one might be hiding in the 'ordinary car' section.

"Among the offerings on view: a \$600K Ferrari Enzo owned by a Tampa, FL RV dealer whose son gave it a \$400K rhinoplasty; an extremely rare Pagani Zonda whose owner took it curb surfing in Hong Kong; and a Ferrari 355 reduced to about 1771/2 after an unfortunate encounter at a railroad crossing." There is also a Mercedes 300SL Gullwing (punted off the Mille Miglia course in Italy), a Lamborghini Diablo with a flattened roof, a Jaguar XJ220, a Bugatti EB 10 and a Vector, in various states of dishabile.

There may be a public service component to this website. The author of this site states that "It's only natural that at one point or another, you're going to push your limits. Hopefully, 'Wrecked Exotics' will make them stop and think about the consequences."



Pantera



Ferrari 355



Ferrari Enzo



Corvette



Stainless continued from page 7

easily, but it is prone to cracking if you pound it too much. (And it doesn't take heat well.)

- 7) Sears, and most hardware stores, carry inexpensive buffing wheels and polishing compounds. White rouge works nicely on stainless steel and brings it to a bright luster. Do not apply too much rouge to the wheel.
- 8) ...nor use too much pressure on the piece. If you do, when the metal gets hot, the rouge will stick to it and make a gummy mess.
- 9) But hey, with a little patience (which is easy when you enjoy what you are doing), you can often bring back a piece of stainless trim you might have thought was a lost cause.



Happy Birthday continued from page 3

Sprint coupes also had column shifters, but when the Spider started selling in late 1955, it received a proper floor shift. Since the drive trains and chassis of the Sprint and Spider were virtually identical, the Sprint was, from that moment on, also fitted with a proper floor-shift. All in all, more than 39,000 Giulietta

Berlinas were sold and almost 93,000 of its successor, the Giulietta TI were sold before production ceased in 1964. About 24,000 Giulietta Sprints were built between 1954 and 1962 and about 3,000 of those were Veloce models with dual Weber carburetors and 90 hp on tap.

The Giulietta Spider

In 1955, both Bertone and Pininfarina were asked to make proposals for a new open cockpit car to be called the Giulietta Spider. Predictably, the Bertone proposal looked a lot like a roof-less Sprint, and while the high waistline worked well for the fastback coupe, it made the open car look somewhat ungainly. The Pininfarina car was much better proportioned and aside from a couple of details such as instrument placement, side curtains instead of roll-up windows, and a "wrap-around" windshield, it looked remarkably like the final production car. Alfa, of course, chose Pininfarina to make the Spider and even though it shares almost all major components with the coupe, it did have a five inch shorter wheelbase and a larger fuel tank (17.6 US gallons as opposed to 11.7 for the Sprint) to cope with the increased compression ratio of 9.1:1 and the dual Weber twinchoke carburetors of the Veloce model. To save weight, the Spider had aluminum hood, trunk lid and doors.

The Spider was launched in the summer of 1955 and became an instant classic. Marginally more expensive than the coupe, the Spider was lower, handled better and gave the lucky buyer a genuine two-seater sports car of a kind that Alfa hadn't built since before the Second World War. In all 17,000 Spiders were built between 1955 and 1962 when a 1600cc engine was added turning the car from a Giulietta into a Giulia.

Features singled out for praise by the motoring press included the little car's handling. *Road & Track* commented in 1957 that: "The adhesion to the road is absolutely uncanny. In cornering, there is moderate understeer, very light caster-pull on the steering wheel rim, no noticeable body roll, and no squealing from the (stock) Pirelli tires until the absolute limit of adhesion has been exceeded." Brakes were also praised in this review: "Second only to the impeccable handling and roadability of the Giulietta Spider, must be the brakes which are close to, if not absolutely the best

we've ever experienced... The bimetallic drums have a most impressive look too, with 72 massive cooling fins placed at an angle for positive air circulation. There is no fade here."

Other features praised by reviewers were the roll-up windows and the simple, easy to erect top that was a true revelation compared to the miserable rags that came on most sports cars of the era, especially the British ones that most Americans were used to.

In 1959, the chassis of the Giulietta Sprint and Spider were modified slightly with a longer wheelbase and the chassis designation was changed from the type 750 to the type 101. In 1962 the Giulietta engine was increased from 1290cc to 1570cc by lengthening the stroke. At that time the name Giulietta was replaced with the name Giulia and the little sprint was replaced in 1964 with



Ralph and Jane in their '59 Giulietta Spider at Spring Fling Rally.

the Giugiaro designed Bertone Sprint GT. In 1966, this car was renamed the GTV for "Veloce" and was built up until it was replaced by the Alfetta GTV in 1974. The Giulia 101 Spider was replaced in 1967 by the long-tailed type 105 Duetto, a Pininfarina designed and built spider that was manufactured with several engine upgrades and various body modifications almost continuously well into the mid 1990s.

The Giulietta was one of Alfa Romeo's most successful models. In its 8-year production run, Alfa made a number of variants such as the sleek Sprint Speciale and the much loved Zagato SZ. The Giulietta saw many racing successes including class wins in such famous contests as the Mille Miglia and the Targa Florio. Of the almost 50,000 Giulietta Spiders and Sprints built, many are still on the road. Most are as much loved and as meticulously cared for by their current owners as they were by their original owners. They remain highly desirable cars and if you can suppress a smile anytime you see one, well, then, you just aren't an Alfisti.

Happy 50th birthday, little Giulietta and many, many happy returns.

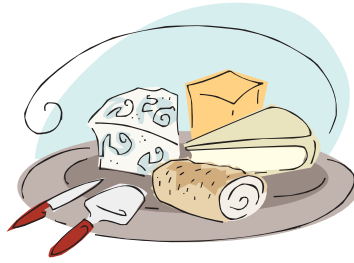


ALFISITI COOKS!

from www.freep.com, 04/06/2004

by Sue Houser, St Louis AROC

The Swap Meet is always such a good time. Unfortunately Mike and I were gone for the weekend and could not attend. I was looking forward to seeing all the neat things people had brought to swap and to visit with our Alfisti friends. Janet Hirsch was thoughtful enough to gather recipes for me so there would be a column for this newsletter.



Janet reported that Dorothy Fleming made a delicious Italian Cole Slaw.

Dorothy Fleming's Italian Cole Slaw

- 1 medium head of cabbage
- 1 medium onion
- 1/2 - 7/8 cup sugar (to taste)
- 1 cup vinegar
- 3/4 cup salad oil
- 1 teaspoon celery seed
- 1 teaspoon dry mustard
- 1 teaspoon salt
- green stuffed olives

Shred cabbage. Slice onion into very thin rings. In a large bowl, add cabbage and onion in alternating layers. Pour sugar over cabbage and onion and let stand a while. Meanwhile bring to a boil vinegar, salad oil, celery seeds, dry mustard and salt. Pour boiling mixture over cabbage and onions. Cover and let stand 4 to 6 hours. Mix well. Top with olives and serve. Keeps well for 2 to 3 weeks.

Dorothy's note: This recipe is from the *Friedens United Church of Christ Recipe Book*, Caseyville, IL 1975

Thank Dorothy for sharing your recipe and to Janet for getting it for me. Hope to see you at the Easter Car Show or if not there, Spring Fling.

Woof and meows,
Sue

Automotive Hall of Fame to welcome eight new inductees in 2004 class

[As far as Italian cars are concerned the most important inductee is Battista Pininfarina, designer responsible for the Alfa Giulietta, Duetto, and other significant cars. Otherwise it is a curious mix of personalities--RHH.]

DETROIT (AP) -- The Automotive Hall of Fame will induct eight members in its 2004 class, including four posthumously.

The class of 2004, announced Tuesday in New York, includes Bill France Sr., Don Garlits, Donald Healey, J.R. "Pitt" Hyde, Battista Pininfarina, Heinz Prechter, Eberhard von Kuenheim and Jiro Yanase. Formal induction ceremonies will be held Oct. 5 in Dearborn.

France (1909-1992) is the father of American stock car racing. He founded NASCAR in 1947, and quickly recognized the need for uniform rules in the sport.

"Big Daddy" Don Garlits is synonymous with drag racing and is known for developing the rear "top fuel" dragster, as well as the first full-body, fire resistant suit. Garlits also was the first drag racer to surpass 200 mph.

Healey (1898-1988) is the British sports car designer best known for developing the Austin Healey 100, a car that attracted a broad fan base in the United States and Europe. Healey won several rally races and, driving a car of his own design, set a land speed record of 203.06 mph in 1959.

Described as an Italian design genius, **Battista Pininfarina** (1893-1966) founded "Carrozzeria Pinin Farina" in 1930 with the intention to build special car bodies. His work influenced Alfa Romeo, Fiat, Ferrari, Lancia and even the Anglo-American classic Nash Healey, Hall of Fame officials said in a statement.

As president of Yanase & Company, Jiro Yanase had a profound impact on Japan's automotive industry by providing the initial entrance into the Japanese market for many American and European automakers.

Hyde, founder of retailing giant AutoZone, revolutionized the automotive aftermarket, the officials said. In 1991, he was instrumental in overturning legislation that would have threatened the existence of the aftermarket parts industry.

Prechter (1942-2001) was the founder of American Sunroof Corp. He experimented and engineered new vehicle features, such as glass panel sunroofs, and pioneered the development of composite convertible tops.

Von Kuenheim was BMW's managing director from 1970-1999. Under his tenure, the automaker established its reputation as a performance luxury icon.

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Send registration form and check by April 23 to:

Norma Urani
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Where Washington MO environs,
(approximately 40 miles west
of St Louis)

When Friday, April 30
Saturday, May 1
Sunday, May 2

Events

- **Rally/tour** through Missouri wine country
- **Autocross**
- **Concours**

Art Exhibition
Swap Meet
Banquet
Awards brunch

Registration \$20 per car

Hotel Lewis & Clark Inn
Washington MO
tel (636) 239-0111
fax (636) 239-3657

Rates: \$67.71 double
Contact hotel by April 16 for reservation
and mention "Alfa Club."

Friday Night "Chats & Drinks" 3 - 6pm at Lewis & Clark
dinner: 6 pm Big Johnson's Doc Haus
514 W Front St, Individual check

Saturday Banquet
Little Sicily
Choice of Beef, Chicken, or Fish
Door prizes and entertainment
Cost \$20.00 per person

Sunday Awards Brunch
Altemuellers'
Individual check

Art Exhibition Theme: **Spark**
All media. Original works are eligible for
popular vote judging.

NAME

ADDRESS

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PHONE

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CAR DESCRIPTION

EVENTS YOU PLAN TO PARTICIPATE IN:

- RALLY AUTOCROSS CONCOURS
- FRIDAY NIGHT DINNER ART EXHIBITION
- BANQUET AWARDS BRUNCH

APPROXIMATE ARRIVAL TIME

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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

Apr 30 - May 2 Spring Fling, Washington MO

May 2004 AROC St Louis

SUN	MON	TUE	WED	THU	FRI	SAT
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