



i Saluti

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Alfa Romeo's Formula One past: A look at the team that started Enzo Ferrari's career

At this weekend's San Marino Grand Prix in Imola the heart of almost every Italian will be with Ferrari, for what is effectively the first of the national team's two 'home' races.

Yet despite being the longest-established Formula One constructor, Ferrari is a relative newcomer by the standards of Italian race teams - with the country's racing heritage stretching back to the very dawn of motorsport. Indeed, the great Enzo Ferrari himself started life working for Alfa Romeo.

Of all the famous racing names, none out-plays Alfa Romeo - not least as the company still produces road-going cars to this day. Originally established as early as 1909, Anonima Lombardo Fabbrica Automobili began life manufacturing Italian versions of the French Daracq. After the First World War the company was taken over by Nichola Romeo and his surname incorporated into its title - with the Alfa Corse race team soon established to build the brand's

And the event we're all waiting for . . .

Spring Fling

May 5 - May 7 Washington MO

Spring Fling is our 16th annual mini-convention featuring autocross, rally, concours, art exhibition, swap meet, banquet, and awards luncheon. It will be May 5 - May 7 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 "Finish."

Remember to send your registration to Norma by April 28.

St Louis Alfa Club members: Please bring a door prize. It might be a bottle of wine, wine accessories, Rainx, an Alfa book, key fob or other automotive/Italian item.

Next event . . .

19th Annual European Car Show

Sunday June 4

Plaza Frontenac

Lindbergh Blvd & Clayton Rd

Setup time: 10am. **Show time:** 11am - 3pm. **Rain date:** June 11

Registration fee: \$20 (\$25 on show day).

Limit of 150 cars, so pre-registration is recommended.

Benefits St Louis Shriners' Hospital for Children. For info contact Rick Siefert at (636) 532-1051, x 105. For info and registration form visit:

<http://stleuropeanautoshow.com>

Contact Rich Hirsch at rhirsch@catenary.com or 636 285-0813 for more info.

reputation on the track.

Enzo Ferrari began his career at Alfa as a driver, before moving gradually moving into the role of racing manager. He had barely arrived at the team before he persuaded the company to hire Luigi Bazzi, who had already proved his

genius as an engineer and designer with Fiat, in 1923. Together with another Fiat exile, Vittorio Jano, he was responsible for creating the Alfa Romeo P2, which quickly came to dominate the Grands Prix of its day - obliterating the competition and even being credited with persuading Fiat to

continues on page 8

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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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@centurytel.net

Program Advisor

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

Vice-President

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

Tech Advisor

Bob Volpe
(314) 731-0914 office

Director

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

Secretary & Recipe Maven

Sue Houser
12736 W Watson
St Louis MO 63127
(314) 842-4832
alfadesign@charter.net

Director

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

Treasurer

Jane Rauth
27 Marsally
St Louis MO 63131
(314) 991-4890

Director

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

Newsletter

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

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2006 Calendar

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 inTulsa 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)

Tightening Torque Pattern

9	10 (engine rear)
5	6
1	2
4	3
8	7 (engine front)

Head torque settings (cold-hot, ft-lbs):

1300 (750-101)	42-45
1300 (105)	45-48
1600	46-49
1750	54-56
2000	59-62



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from the Alfa Romeo 750-101 list

Four-cylinder Engine Removal

by Tom Sahines, Alfa Romeo Association

Once everything is disconnected--that is, with the motor mounts loose, the radiator out, tranny mount off, drive shaft removed (the short shaft may be left on or off), clutch linkage off, throttle linkage off, and any wiring (don't forget back up lights at the transmission).

First, raise the rear of the car as high as you possibly can. This gives you a much better angle for the removal of the engine.

Second, move the lift strap forward one set of bolts. This allows the tranny to tilt down allowing it to clear the tunnel more easily.

Put the tranny in 4th gear and remove the gearshift lever. *[See comment below on also removing the gearbox shifter stub. RHH]*

It's best to have two people to do the job. One to operate the lift and the other to push down on the rear of the motor so the tranny clears the firewall.

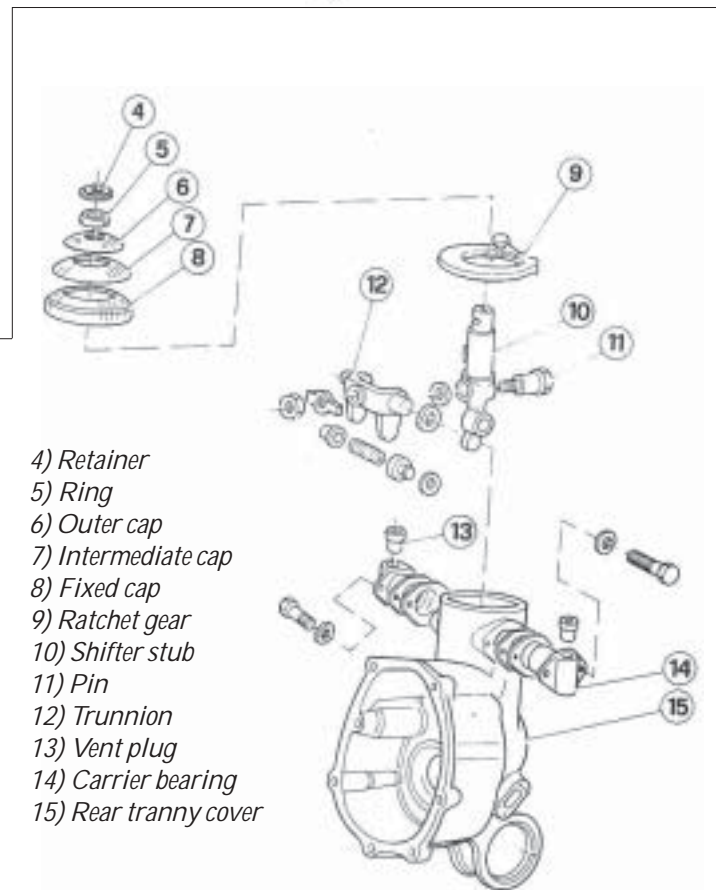
The engine will come out as an assembly. Giulietta Veloce motors are pretty tight. Replacing the motor is a lot easier if you use a motor mount without the stud protruding on the end away from the motor. Alfa Stop in the UK sells these mounts and I highly recommend them.

On moving the engine lifting strap, the best thing you can do is to get another strap. This allows you to loosen only two nuts instead of four. If you're moving the existing strap, follow this procedure. Remove the two center cap nuts holding the strap, take off the strap, lube the nuts with anti-seize, tighten and retorque the two nuts. Next remove the

two cap nuts in front of where the strap was and place the strap there. Lube, tighten, and retorque these nuts also. Next remove, lube, and retorque the remaining six head nuts, one nut at a time. (When retorquing, always limit the number of nuts loose at one time--never more than two at once.) All the coolant should be out of the motor at this time so leaking around the head bolts will not be a problem. If there was coolant in the engine, remove the radiator cap, squeeze the radiator top hose and hold it. Replace the radiator cap and then release the hose. This creates a small vacuum in the coolant system to prevent leaking when the head bolt nuts are removed.

See tightening torque values and pattern table on page 2.

[On engine/tranny assemblies I've removed in the past, the gearbox shifter stub has invariably scratched the underside of the transmission tunnel. In talking to Jay Mackro about this problem, he suggested that the stub be removed. According to Jay it's not much work and makes tranny tunnel traversal much easier. RHH.]



Tranny Shifter Stub Removal

by Jay Mackro

[In the article above on 4-cylinder engine removal by Tom Sahines, we mentioned Jay's suggestion that removing the shifter stub (#10 in the illustration at right) would make that task easier. Here's Jay's description on removing the shifter stub. RHH].

- 1) Remove the bolts that secure the two carrier bearings (#14) on either side of the gearbox.
- 2) Remove the circular domed "washers" that form the seal around the shift lever stub at the top of the gearbox (#4-#7).
- 3) Withdraw the two carrier bearings (#14) and the shims.
- 4) Wiggle out the stub.

The only three tricks are:

- Do NOT let the shims fall down into the gearbox.
- Put each bearing (#14) and associated shims from the left and right sides into their own, separate baggies, and label them. There may have been a reason why the guy in the Alfa factory put 12 shims on one side, and none on the other.

- Wrap some heavy plastic, or even a rag, over the hole at the top of the gearbox, and secure it with string or wire - this is to prevent scooping crud from the tunnel into the gearbox while you are wrestling out the engine/transmission.

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Bill Hanak has done major work on Ralph Coldewe's '59 Giulietta, Sue Houser's '69 GTV, and Rich Hirsch's '67 Giulia Sprint GTV.

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388-1181
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(1/2 mile south of I-270)

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.

Friday the festivities begin with **Chats and Drinks** 3 - 6 pm, followed by a **Pizza Party** dinner at the motel.

Saturday morning Spring Fling activities begin with a **road rally/driving tour** in the Missouri wine country and stop for lunch at a local winery. Then an open house, swap meet, and art exhibition at a beautiful old home in Washington overlooking the Missouri River.

The theme for this year's **Alfa Art Exhibition** is *Finish*. The theme may be interpreted as you like such as in to finish a race, as in having fins, or as in a native of Finland. All media are welcome, photos, drawings, paintings, stained glass, sculpture, needlework, computer art, fabric painting, and anything else. [Now that doesn't mean you have to create something based on the theme, you can enter any automotive related art you create. —jmh.] Judging is by popular vote.

Saturday night banquet will be at Richard's on the Riverfront.

The next day starts with an **Autocross, Swap Meet** and **People's Choice Concours**.

Spring Fling concludes with the **Awards Luncheon** at Little Sicily.

Here are all the details. Fill out the registration form

and send it in so you too can join in the fun.

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

St Louis Alfa Club members: Please bring a door prize. It might be a bottle of wine, wine accessories, Rainx, an Alfa book, key fob or other automotive/Italian item.

For Sale



- **'76 Alfa Romeo Spider**, ivory, 68k. Vehicle purchased 1997. California car, purchased in '97. Body sound (no rust). Not abused, wrecked, or left outside for any extended period. A list of items replaced can be furnished upon request. Includes water pump, fuel injection pump, thermostatic actuator, valve guides & valve seals, electronic ignition system, Robbins padded top, rear differential wheel bearings & seals. Invoices available for most repairs. Spare parts include odometer, tachometer, rear taillight assemblies.

Known defects include bumper chrome insert strip and seat covers. Selling car due to too many cars, not enough space. Mike Houser, (314) 842-4832, alfadesign@charter.net. **New Listing!**

- **'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 douglae@gracehill.org.

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from *Sports Car Market*, Feb 2006

You Can Go Home Again

by Keith Martin

Our 1965 Alfa Romeo Giulia Spider Veloce is now sitting in the SCM garage. Long-time SCMer Doug Hartman and I picked the car up from Alfa Guru Conrad Stevenson at his shop in Berkeley.

I last saw this car, S/N AR39020, in 1990 when I sold it to Ken Metzger in Belvedere, California. Metzger recently offered the car back, and I took it, handing it over to Stevenson in October to work his magic. He focused on the mechanicals, overhauling and straightening the head, rebuilding the carburetors, renewing and improving the suspension, and a host of other things, with parts coming from Jon Norman's Alfa Parts. The refurbishment came to just over \$14,000.

That's a lot of money to spend on a car that I had already paid \$22,000 for. But as I pulled into my garage two days and 846 miles later, there was no question I got a magnificent return on my investment.

We took Highway 101 to Cloverdale, then followed the California Mille route onto Highway 126. The Veloce pulled strongly to redline with more torque than I remembered, surely a function of the Pittatori intake cam and 1750 exhaust cam Stevenson installed.

Highway 126 is a series of sweeping turns posted at 35 mph to 45 mph, which in Alfa talk is somewhere around 60 mph. With Rugh front springs and sway bar, the Alfa bit into the corners and scooted out of them.

Arriving at Booneville, a fortunate thing happened. Hartman discovered he had left his wallet at the Mauritsen vineyard in Healdsburg. Perhaps the generous pours of the 2001 Zinfandel had something to do with his memory lapse.

This gave us an excuse to take Highway 253 to Ukiah, the fastest way back to Healdsburg. For those who rate roads the way Robert Parker rates wines, you'll know we had just been given a generous goblet of 98-rating two-lane-full-bodied, complex, and with exuberant finish.

But while I was busy rowing the shifter through the gears, the brake pedal got very soft and squished to the floor, and smoke started pouring from the front left brake.

A quick call to Stevenson resulted in a diagnosis. "Welcome to 2006," he said. "You've got what I call 'California organic break pads.' They probably smell like marijuana when they're smoking, don't they?" He told us to take it easy. We followed his advice and the brakes came back.

We left Eureka as the sun came up, slicing through the morning coastal fog at 80 mph. The Alfa was in its element, cruising at 4,000 rpm in fifth gear, pounding out the miles,

stopping only for obligatory photos at the Trees of Mystery and the Prehistoric Gardens.

At Reedsport, on the Oregon coast, we took Highway 38 toward Drain and Interstate 5. A stop for a "Logger Burger" in Elkton (pop. 170) led to our discovery of the Brandborg winery, www.brandborg.com, and another round of tasting. The resultant case in the trunk was our



Dan Murphy's recently revealed '61 Giulietta spider "normale."

fourth.

Missing wallets aside, no gearhead adventure is complete without a mini-drama. And 30 miles from home, the Alfa delivered. Pulling out from a rest stop, the headlights failed. The 41-year-old switch had decided it was time to die.

With the sun setting, we had a thirty-minute window to get to Hartman's home in Portland. As darkness descended upon us, he resorted to blitzing down the freeway with the left blinker flashing. "Maybe that'll keep the Excursions from running over us," he said.

We made it to his house, the stealth-Alfa sneaking from block to block without headlights. Harman solved our problem in a most Alfa way by running the headlight wires through a home wall switch.

With an outside temperature of 29 degrees, I took my daughter Alex to school this morning. She said she felt like she was on a "sports car theme park ride." I told her she was right. Everyone else on the road was just going to work. We, on the other hand, were having an adventure. Which is about as good a reason to own an old Alfa, or any old car for that matter, as I can imagine.



from Alfa 750/101 List

How to Repair or Replace Studs on SS or Chromed Trim

by Bill Eastman

I like JB Weld. Devcon makes some excellent adhesives, too. I haven't sampled the range of stuff available, but manufacturers now glue chassis parts together, so the science is sound.

For eyebrows, I have used JB Weld with great success. The trick is to create sufficient contact area. I also solder things together but that isn't as satisfying, and requires lots of buffing afterwards. If the eyebrows fit, and that can be a big IF, and they are straight and shiny, use adhesive.

Cut strips of scrap sheet metal about 1" to 1 1/2" wide. Drill the right size holes in the middle of the strips. I get long brass machine screws and silver solder them through the holes. Then, bend the strips to fit the inside contours of the eyebrows. Cut off the over lapping material. Make sure your fingerwork shapes the repair pieces to maximize surface contact.

Duct tape them in place and trial fit things until satisfied they will fit. Mark everything carefully. Mix your epoxy and apply. Read the back and believe it when they say that the surfaces should be clean and dry. I prep the surfaces way early (clean, then sand with 50 grit) and scrub with lacquer thinner before the gooping process.

Do one piece at a time. Stabilize the eyebrows on the bench with bean bags, or some such thing to increase control. It should not be necessary to clamp if the contours fit exactly. If the studs seem slightly akimbo, its not the end of the world. Concentrate on surface area contact and JB Weld for now.

Go away and don't yield to the temptation to play with your repair prematurely. After the stuff has cured, say 24 hours, fit the eyebrows. It is doubtful that all the studs will align with the holes just right. Judiciously bend the brass machine screws and/or tweak the strapping ever so carefully to make things work. Use two pair of good needlenoses to take all the stress off the adhesive. If you were careful to begin with, this should require very little adjustment. If a mistake was made, a new hole may be drilled in the body, or an existing one enlarged, or reshaped.

I like to use U-channeled rubber on the contact (upper) edge of the eyebrow. Though not strictly "correct," it is an improvement. Please use the real skinny stuff, the fat stuff is just plain ugly. The rubber will fill slight irregularities, prevent chafing and act as an aid to the fasteners.

It shouldn't be necessary to say that the nuts should be washered or that overtightening is to be avoided. I drive the nuts down with a 1/4" drive socket and my fingers. My eyebrows haven't fallen off in 40,000 miles, so I guess that is

tight enough. If you have used the rubber channel as suggested, you will feel the rubber compress and recognize the benefit of the tension it will exert on the nut. Don't over-tighten!

Now, if the eyebrow doesn't fit properly, you were negligent in trial fitting things. The upper edge may need to be sculpted with a sharp file. This is easier said than done. Holes may need to be shaped with a chainsaw file. If you impatiently decide to use snips to cut a new line, please post the pictures of the results so we all see what not to do. Don't offer to sell me the rejects. I already have a pair. It is imperative that the old style eyebrows fit the body before chroming.

Patience and the right attitude make this job almost fun.



Phil Wicks Driving Academy event at Gateway

The Phil Wicks Driving Academy and Phil Wicks Racing will have an event at Gateway International Raceway on June 10 and 11. It will consist of the regular Phil Wicks Driving Academy curriculum, the Safe Driving Curriculum on June 11, and a double header of the North American MINI Cooper Championship Race Series on Saturday and Sunday.

The race is open to Counterfeit Mini's (any make and model of race cars that comply with basic safety regulations according to Phil Wicks Racing-- information is on the website www.minidriving.com).

No license -- no problem. We have a racing school at the event, and upon successful completion, you can get a Provisional License and race the same day. Details are also on the website.

If you are a qualified instructor with Phil Wicks Driving Academy or other recognized clubs, please contact me.

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from www.iht.com/articles/2006/03/26/bloomberg/bxinvest.php

Investing: Comeback at Fiat creates a quandary

Bloomberg News, Mar 27, 2006

LONDON Fiat, Italy's biggest manufacturer, which as recently as two years ago seemed destined for the scrapheap of European automotive history, has staged a remarkable recovery.

It is too early to say whether Fiat is out of the woods. Yet it is looking healthier than at any time in the past decade.

Sales are rising, the shares are recovering, it is making money, and there is even talk of paying a dividend.

That poses a challenging question. The European car industry is still awash with overcapacity. If Fiat isn't to be the company that fixes that by going bankrupt, or exiting the European market, then who? The most likely candidates are the two U.S. giants: General Motors and Ford Motor.

Fiat has made progress under its new chief executive, Sergio Marchionne.

"Fiat has some ground for optimism," said Nigel Griffiths, auto industry analyst at Global Insight in London. "A couple of months can be a long time in the auto industry. The question is whether they can keep it going for the next six months. If they can, they may have hit a home run."

The latest sales figures bear out the point.

The European Automobile Manufacturers Association showed Fiat's sales rose 12 percent in February to 95,013 vehicles, and the increase for the Fiat brand alone was even more impressive at 18 percent. The company's European market share for January and February climbed to 8.6 percent from 7.6 percent, including brands controlled by Fiat, like Alfa Romeo and Lancia.

It is wrong to read too much into a couple of months' sales figures. The auto industry is fast becoming like the cellphone business - there are a lot of new models constantly being introduced, and a hit can turn into a miss very quickly. Yet there is other evidence of a sustained recovery at Fiat.

In the last three months of 2005, Fiat's car division posted its first profit in 18 quarters. There is speculation that it might start paying a dividend again soon.

Not surprisingly, Marchionne has been rewarded with a surging share price. From a record low of €4.53 in April last year, the stock is now valued at about €10, or \$12. Even with the equities recovery across Europe, that is a great performance.

There is still a catch.

A couple of years ago, the speculation was that one of the big European auto manufacturers would close down, reducing capacity, and making life easier for the rest.

And now? The overcapacity is still there. Europe has too many carmakers for a market that is, at best, static. If Fiat doesn't fold its hand, who will be the first volume manufacturer in Europe to do so?

So who could it be? How about GM or Ford? They might do better concentrating on expansion in Asian countries like China.

GM, still the world's largest automaker, reported a 0.6 percent decline in European sales in February to 109,232 vehicles. Over all, its European market share declined in the

first two months of the year to 9.9 percent from 10.3 percent last year. The company has already cut 12,000 jobs from its European work force, and there is speculation that one of the four factories that build the Astra will be closed when a new model of that car is introduced.

GM is counting on the introduction of the Cadillac brand in Europe and the expansion of its Chevrolet division to win new customers in 2006. Yet in a region where Mercedes cars and BMWs are common, a Cadillac doesn't strike fear into rival carmakers' hearts. The chances of success are slim.

Ford's European sales dropped 4 percent to 105,006 units, leading to a market share decline for January and February to 10.4 percent this year from 10.9 percent in 2005. Ford is selling the historic Coventry plant where Jaguars are built.

The company has, however, improved its earnings in Europe. Ford's European units, including Jaguar, last year had a pretax profit of \$36 million compared with a 2004 loss of \$626 million.

It still looks unlikely that all the main European automakers will make it through the next 15 years. If Fiat doesn't call it a day - and one shouldn't rule out the possibility that Marchionne will try to sell the company now that it is in better shape - then the pressure rises on its competitors.

The poker game that the European auto industry has become is about to get very interesting.



Alfa's F-1 Past, continued from page 1

retire from racing at the end of 1924 to avoid further defeat.

In 1925 the P2 remained the car to beat - but ace driver Antonio Ascari (father of future Formula One world champion, Alberto) had a fatal accident in one at the French Grand Prix of that year, and at the end of the season the team withdrew from racing for the first time.

By the early 1930s, Ferrari was running the Alfa Grand Prix team, while the factory continued to compete in sportscar racing. The P3 proved another strong challenger, but as the German teams (backed by huge investment from the Nazi government) came to dominate racing, so Alfa's fortunes faded. Investment by the Italian Government was unable to bring regular victories back to Alfa, with the notable exception of Nuvolari's amazing victory at the fearsome Nurburgring in 1935.

Just before the Second World War broke out, Enzo Ferrari split acrimoniously from the team, after it had bought control of his Scuderia Ferrari and then attempted to take control of the cars he had designed from him. From then onwards the two teams were to become bitter rivals - with Alfa's decline in stark contrast to Ferrari's rapid rise to the fame it enjoys today.

1950 was to be Alfa's swansong - running Giuseppi Farina and Juan Manuel Fangio and dominating the season

continues on page 9

Easter Car Show 2006

We had an excellent display at this year's show held on Apr 16 with twelve cars. And ten of the cars were Alfas!

Displaying at the show were:

Dan Murphy, '61 Giulietta spider
Ralph Coldewe, '59 Giulietta Spider
Mike Houser, '76 Alfetta GT
Jeff Davis, '84 GTV-6
Dave Torretta, '71 Spider

Hal Fleming, '91 164
Bob Volpe, '85 GTV-6 race car
Rich Hirsch, '67 Duetto
Harden Ervin, '73 GTV
Sue Houser, '69 GTV
Steve Coldewe, '47 Crosley sedan
John Atawick, '68 Lotus Elan



Torretta's '71 spider, Fleming's '91 164, Volpe's '85 GTV6, Hirsch's '67 Duetto.



Mike Houser's '76 Alfetta, Jeff Davis' '84 GTV6.



Ervin's '73 GTV, Sue Houser's '69 GTV.



Murphy's '61 Giulietta, Ralph Coldewe's '59 Giulietta.

Alfa's F-1 Past, continued from page 8

with a run of brilliant performances, and Farina emerging as world champion. But it was soon clear that the aged design of the Alfa, which was still closely related to the pre-war cars, was unable to compete with more modern rivals, and the team withdrew from racing again.

In the late 1960s, Alfa re-entered sportscar racing, with its innovative flat-12 engine attracting the attention of Formula One teams due to its compact packaging and low centre of gravity. In 1976 Brabham began to use the engine, and it went on to power the team's controversial 'fan car' of 1978, which Niki Lauda used to take victory at the Swedish Grand Prix. Alfa then returned to Formula One as a con-

structor, and although the team suffered from poor reliability in the seasons that followed, they did score a couple of notable results: Bruno Giacomelli taking third in the 1981 USA Grand Prix in Las Vegas and Andrea de Cesaris managing second in both the 1983 German and South African Grands Prix.

As the decade drew on, the team was ridden with increasingly bitter factional disputes and results pretty much dried up. After the company was absorbed by Fiat in 1985, it was decided that all Formula One effort would be concentrated on Ferrari, and Alfa withdrew from the sport for the final time.

from <http://formula1.com/news/4238.html>



Battery Drain

by Rex Chalmers [alfasport@earthlink.net]

First, a few caveats:

1. Don't perform any amp or voltage draw test on a freshly recharged battery. If you have to recharge the battery, give it a day with the negative cable disconnected to stabilize the charge before you test.

2. Don't turn the engine over or turn on engage any equipment or accessory that will draw much over 6 or 8 amps during this test as it will probably damage your multimeter, or blow the meter's fuse at a minimum.

3. I have found that most Bosch ECUs will draw between 10-20 mA at all times.

4. Most non-Bosch Alfas draw around 150 ma at rest.

5. Most Bosch injected Alfas draw around 170-180 mA at rest.

The Test:

1. Insert the red test lead to the A or mA socket of your multimeter, insert the black lead to the "Com" socket.

2. Disconnect the negative cable of the battery. Connect the Red lead to the negative terminal of the battery and the Black lead to the negative cable terminal end.

3. Position the multimeter switch to "mA/A dc" position.

4. The reading should be between 150-180 mA, yours is probably higher if you are performing this test as your Alfa is experiencing a current draw.

5. Start pulling fuses one at a time until you find the circuit that is causing the current draw.

6. If you aren't getting any current drop from any of the fuses, you will have to look at circuits that are not fused: Alternator (on some cars), starter, or possibly one or more ECUs.

A word of advice: Check the brake lights! I would estimate that one car in five that... the battery is going dead over a few days or less is due to a maladjusted or faulty brake light switch. I have seen ECUs that for some reason have inordinately high draw even though the unit is functioning perfectly otherwise. I would suggest that all Bosch injected Alfas ... would benefit from the installation of a battery cut off switch of some type. I generally install the adapter switch that is intended to be installed on the negative terminal of the battery. It's much more economical than replacing an ECU or a battery.



Sean, the award-winning puppy belonging to Sue Houser.

Alfisti Cooks!

by Sue Houser

With all the rain, wind, hail, tornados, I was beginning to think the opening scenes from *The Wizard of Oz* were happening in Missouri. We didn't have any damage or lose electricity, but plenty of people in my office did. I hope all our Alfisti friends were as lucky as Mike and me.

The Swap Meet at Sherri and Steve's was once again a spectacular event. We had a large turnout from both sides of the river. Sherri made Oven Roasted Beef (May's column) for sandwiches and as usual there was a sumptuous array of side dishes and desserts. I think everyone was happy that Spring had finally arrived. The food as always was wonderful. There were so many new recipes and people were very generous to share them.

Laura Torretta always makes the most delicious and elegant vegetables. I look forward to tasting her wonderful renditions. She graciously is sharing her recipe for the Green Beans she brought to the Swap Meet..

Laura Torretta's Green Beans

2 ½ pounds fresh whole green beans,
washed and ends trimmed

1 very large or 2 medium sweet onions peeled,
and sliced

1 ½ tablespoons minced garlic

6 ounces Cremini mushrooms, cleaned and sliced up

1 package Volpi Prosciuto

1 ½ tablespoons Soy Sauce

2 tablespoons packed Brown Sugar

3-4 tablespoons Balsamic Vinegar

Olive Oil

Fresh Parmesan cheese

Place 1/4 cup olive oil in a large skillet and heat over medium-medium high heat 'till hot. Add onions and garlic and reduce heat to medium. Cook until onions are tender. Add brown sugar. Continue cooking and stirring 'till onions are golden and carmelized. Set aside.

Put 2 tablespoons of olive oil in a small fry pan and heat 'till hot. Fry Prosciuto 'till crisp (like bacon) and remove and drain.

Preheat oven to 400 degrees.

In a pot bring enough water to cover green beans to a boil. Put green beans in water and parboil for 4 minutes. Drain beans and place in large baking dish. Add mushrooms. Crumble Prosciuto over mixture.

Mix together the soy sauce, vinegar, and about 1/4 cup olive oil. Put this mixture over beans and mushrooms and stir 'till thoroughly coated. Place in oven and bake for 25 minutes.

Add onion mixture, salt, and pepper to taste and stir into green beans. Return to oven and bake another 10 - 15 minutes or until beans are tender. Remove from oven and taste. Adjust seasoning and if it tastes too sweet add more vinegar a teaspoon at a time until you get it the way you like it.

Place parmesan cheese chips or grated cheese over beans, stir and serve. This recipe serves a crowd and is great for big dinners or holidays.

Thank you, Laura for sharing your green bean recipe. These are some of the best green beans I've ever tasted.. See you at Spring Fling and don't forget your art squares, you know who you are.

Spring Fling

Alfa Romeo Owners of St Louis

Phil Dean, Pres (636) 795-5015

Norma Urani, Registration (314) 638-9729

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

When Friday, May 5
Saturday, May 6
Sunday, May 7

Events

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

Art Exhibition
Swap Meet
Banquet
Awards brunch

Registration \$25 per car

-----Note change of venue from previous years-----

Hotel Super 8 Motel
2081 Eckelkamp Court
Washington MO
tel (636) 390-0088

Contact hotel by April 4 for reservation
and mention "Alfa Club."

Friday Night "Chats & Drinks" 3 - 6pm at Motel 8
Dinner: 6 pm Pizza Party at Motel 8
Cost \$8.50 per person, pay on site

Saturday Banquet
Richard's on the Riverfront
116 W. Front St, Washington
Door prizes and entertainment
Cost \$25 per person

Sunday Awards Brunch
Little Sicily
602 W 5th St, Washington
Individual check

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

Spring Fling 2006 Registration

Make check payable to: **Alfa Owners of St Louis**

Send registration form and check by April 28 to:

Norma Urani
8301 Julia Dr,
St Louis MO 63123
(314) 638-9729

NAME

ADDRESS

.....

PHONE

EMAIL

CAR DESCRIPTION

EVENTS YOU PLAN TO PARTICIPATE IN:

RALLY AUTOCROSS CONCOURS

FRIDAY NIGHT DINNER ART EXHIBITION

BANQUET AWARDS BRUNCH

APPROXIMATE ARRIVAL TIME

CAR REGISTRATION (\$25 PER CAR) \$ _____

BANQUET DINNER (\$25 PER PERSON) \$ _____

TOTAL AMOUNT ENCLOSED \$ _____

Questions?

Call Walt Hatcher: (636) 239-2690, or email to rhirsch@catenary.com, or visit www.catenary.com/fling

Bob Volpe with his race car at the Easter Car Show.



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

May 5-6-7 Spring Fling, Washington MO

May 2006 AROC St Louis

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