



i Saluti

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Note Bene

by Phil Dean, Pres

RENO 9-1-1

I am still fuming over my "failure to make a turn signal" on a deserted road in Warrenton, MO one night at 1 am. Total cost to avoid this MOVING VIOLATION on my four cars insurance was \$207.25. The cop took 30 MINUTES to write about 30 LETTERS on the one page form. So, if you get insomnia do NOT drive to Waffle House in Warrenton for food...you will be pulled over for possible DUI. I guess my mad behavior made cop realize I hadn't had a drink in four weeks or so. Anyway, no "tandem gait down the yellow line" was required to make this Serbian ex-Nazi named guy determine I was sober! So, off to the magazines for group therapy when I get a ticket. Still, I am not as stressed out as my secretary's second husband who has "three tickets in three months" driving to and from Troy, MO to St Louis job as Air Con repairman.

What are punishments in OTHER COUNTRIES for "moving violations"? Yikes, I had better count my blessings! British magazine "Top Gear" June 2004 issue lists the punishments. I

Coming in July...

Alfa Day at the Lake

Saturday July 17

**2 pm Boating, swimming, splashing, fishing
5 pm Dinner and polite conversation**

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).

Janet will be making pasta with Bolognese (red) sauce -- bring a side dish or wine to share. RSVP to Janet at (314) 962-7833 or (636) 285-0813 or jhirsch@catenary.com.

Directions on page 9.

Coming in August...

Summer Solree

Saturday August 21

**Jon Rhodes & Nancy Scoggin's
Troy, Illinois**

This new event will rival Monterey...

It'll be a warm summer evening on the veranda of Jon and Nancy's log cabin home. We'll be smart and sophisticated and very well appointed.

Stay tuned... details next month.

will do in chart form to keep in your glovebox:

El Salvador DUI: First offense? Death penalty by firing squad!!!! (These stats contribute to the HIGHEST driver mortality in the world of 42.2/100,000)

Bulgaria DUI: Execution!! with "second" offense (only)

Sweden DUI: HARD labor for

12 months (lowest road mortality in the world at 6.4/100,000)

Norway DUI: Hard labor for only 3 weeks. Remember which frozen wasteland to drive drunk in!

France DUI: Three year suspension, jail time and money penalty of about \$900. More money for "IRAQ oil for food" scam.

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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

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	Summer Soiree -- 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
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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Sue Houser
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from *il Quadrifoglio*, Summer, 1990

Still the One: a Spider Chronology

by Doug Carleton

Introduced at the 36th Geneva Auto Show in a bitter March 1966, Alfa Romeo's Spider 1600 (the "Duetto" moniker would come months later) was a smash hit, the combination of reliable Giulia-derived mechanicals and pretty Pininfarina body proving to be an irresistible combination.

The final shape of Alfa's latest Spider was something the great automotive designer Battista Pininfarina had clearly been thinking about for some time, several of its features including the "scalloped" flanks—traceable to a 1956 Pininfarina show car, the "Superflow 1." The value of his time and study is now almost inestimable 25 years after his death, Pininfarina's Spider is as irresistible as ever.

Not that its styling has gone unchanged in its incredible 26-year production life! The 1991 Spider is a significantly different machine with a different soul than its high-

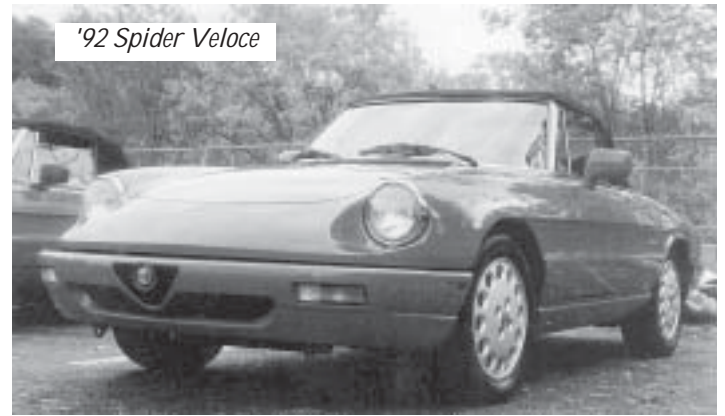
US Spiders arrived in New York in May, and a love affair was begun.

1967

The '67 Spider 1600 Duetto was unchanged from the '66 model built on Alfa's new Type 105 chassis. The car featured a Weber-carburetored "Veloce" version of Alfa's enduring DOHC 1570 cc four rated at 125 hp SAE at 6000 rpm. Alfa records show that 6325 Spider 1600s were produced in '66-'67. Performance data in Road & Rock showed 0-60 time of 11.3 sec, a quarter-mile time of 18.5 sec, a top speed of 113 mph and all this with fuel economy averaging 23 mpg.

1968

In January, at the Brussels Show, Alfa Romeo introduced the Spider 1750. In June, Alfa brought out the affordable Spider 1300 junior. No matter: Americans could only drool and



revving ancestor—but the family resemblance is unmistakable.

How has the Spider evolved over the last two and a half decades? Consider.

Preamble: 1956

Presented at the '56 Paris Show was a Pinin Farina version of the 6C 3000CM-based "Superflow I" coupe. The bubble canopy and Bertone BAT-style vertical tail fins never become prominent in Alfa production history, but the wild prototype's "scalloped" sides live on.

Preamble: 1962

Pininfarina presented another prototype coupe six years after the Superflow I which was an ancestor of the modern Alfa Spider. The coupe, first shown at the '62 Geneva Auto Show, was based on a Giulietta platform.

1966

A clear winner on the Alfa Romeo stand at the '66 Geneva Auto Show which opened in March: the Spider 1600—the last design officially and personally credited to Battista Pininfarina, patriarch of the Internationally renowned design house bearing his name. Pininfarina died April 3, 1966, and would not see the production blossoming of his final design. The "Duetto" name which came months later was the winning suggestion (submitted by Guidobaldo Trionfi) in a summer "name the Alfa" contest. The first three

wait, for while the new Spiders complied fully with the tough Federal Motor Vehicle Safety Act of 1966, their carburetored high-performance 1779 cc fours choked on the Clean Air Act of '68. There were no Alfas imported officially in '68.

1969

Good news for America! A new number on the trunk lid for the Spider—"1750"—celebrating the larger engine. The bored and stroked 1600 yielded a new displacement of 1779 cc—close enough to 1750 that Alfa decided to invoke the memories of its renowned pre-WWII 1750 machinery. The '69 US Spider 1750s featured a Spica mechanical fuel injection system, a new Iniezione badge, side marker lights and a new grille bar. Wheel diameter was changed from 15 to 14 inches. The price? \$4,333.

1970

In Europe, the 1750 Spiders proved to be quite popular. The horsepower increase from 125 to 132 was minor, but the torque increase from 115 ft-lbs. at 2800 rpm to 137 ft-lbs. at 2900 rpm gave the 1750s a slightly different feel than their 1600 predecessors, though they were still "high revvers." In America we could only ruminate over this: No '70 Spiders were imported because of even tougher emission laws.

continues on page 10

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10617 New Halls Ferry
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(1/2 mile south of I-270)

Directions to "Alfa Day at the Lake"

Saturday July 17, 2pm
Hirsch's Lake House
6089 S Lakeshore Dr, Jefferson County

Lake Tishomingo is 22 miles (about 30 min) from the intersection of I-270 and Hwy 21 (Tesson Ferry Rd).

Mileage

- 0.0 Exit I-270 south onto Hwy-21
- 15.0 Exit 4-lane Hwy-21 at "Old Rt 21, Schenk Rd." Turn right towards Hillsboro and continue south on 2-lane Hwy-21.
- 17.0 Turn right off Hwy-21 onto Tishomingo Road, which is about one block beyond Tower Road and a large microwave antenna complex.
- 19.6 Continue on Tishomingo Road past 4-way stop at Hillsboro-House Spgs Rd.
- 20.2 Stop at the guard shack. If the gate is DOWN scroll to 'Hirsch' on computer screen and enter number located near our name into the keypad. We will buzz you in.

Once past the gate, turn left onto So. Lakeshore Dr. Go about 1 mile to 6089 S. Lakeshore Dr. 314 962-7833 or 636 285-0813



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SCP1275B

Escape Road, continued from page 7

ments like "balance" and "coordination." Suspension on the Giulia Spider, as on all the Giulietta/Giulia cars, is by A-arms and coils upfront and the typically superb Alfa live axle at the rear. This axle, which is good enough to make one wonder why independent suspension was ever invented, is located by a single lower radius rod on each side and a triangulated upper arm that connects to the unit body chassis at two points and to the axle just left of the differential. Rear springs are coils as well. Again, modern designs may pull higher Gs on the skidpad, but few will inspire the confidence at the limit that this Alfa does.

Like the suspension, the Giulia Spider's brakes are a case of well-developed older technology performing as well as newer devices. They are Al-Fin drums with triple leading shoes up front and are as strong, smooth, straight and fade resistant as any disc of its time.

One finds oneself motoring faster than it feels. The speedometer is given second billing on the Spider's dash, the tachometer given a central position, and the balance encourages one to ignore the speedo anyway. Putting the top down on the Alfa on a summer evening will get you closer to nature than a whole stack of Ansel Adams photos. The exhaust burbles and snarls and roars. Traffic on a winding two lane road – sports car stuff – more quickly becomes a bother with the Alfa than with lesser vehicles simply because the Alfa moves so well and is so easy to control. It's that *simpatico* we were talking about, Italian as soft leather, food flavored with spices that were worth Marco Polo's travels to China, and women that the pinch was invented for. It's a feeling of wholeness, of completeness that you can't get from a lifetime of California oceanside seminars. Maybe it's magic, maybe it's soul, maybe it's just metal and plastic and rubber put together in a very special way. Whatever it is, there's something there that likes an Alfa, and likes it very much.



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'ved owned it. \$4500. Kevin Chapman, (314) 972-1836, jkchappy@yahoo.com. Runs fine. A lot of work and love went into this car.
- **'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.
- **'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.



from European Car

The de Dion Suspension

by Pat Braden

In spite of its age, the de Dion rear suspension remains one of the best, both in theory and practice

There's a law of nature: If you start something moving in one direction, it will tend to keep on traveling that way. If you think of trying to throw a strike by rolling a bowling ball and then a beebee down an alley, you'll also understand that the mass of the moving item also has a lot to do with how easily it changes direction. Big, heavy things bore on while light objects are easily deflected.

So we've got this wheel rolling down the road. When it hits a bump, it's launched into the air. Suspension designers want it to change direction quickly so it can regain traction and continue to contribute to the car's acceleration, braking or steering. That means the mass which moves with the wheel needs to be as light as possible.

The reason why independent rear suspension is so desirable is that it removes the considerable weight of a solid axle, complete with differential, from the mass which moves up and down with the wheel. As a result, independent suspensions help keep the tire in contact with the road and provide significantly improved control.

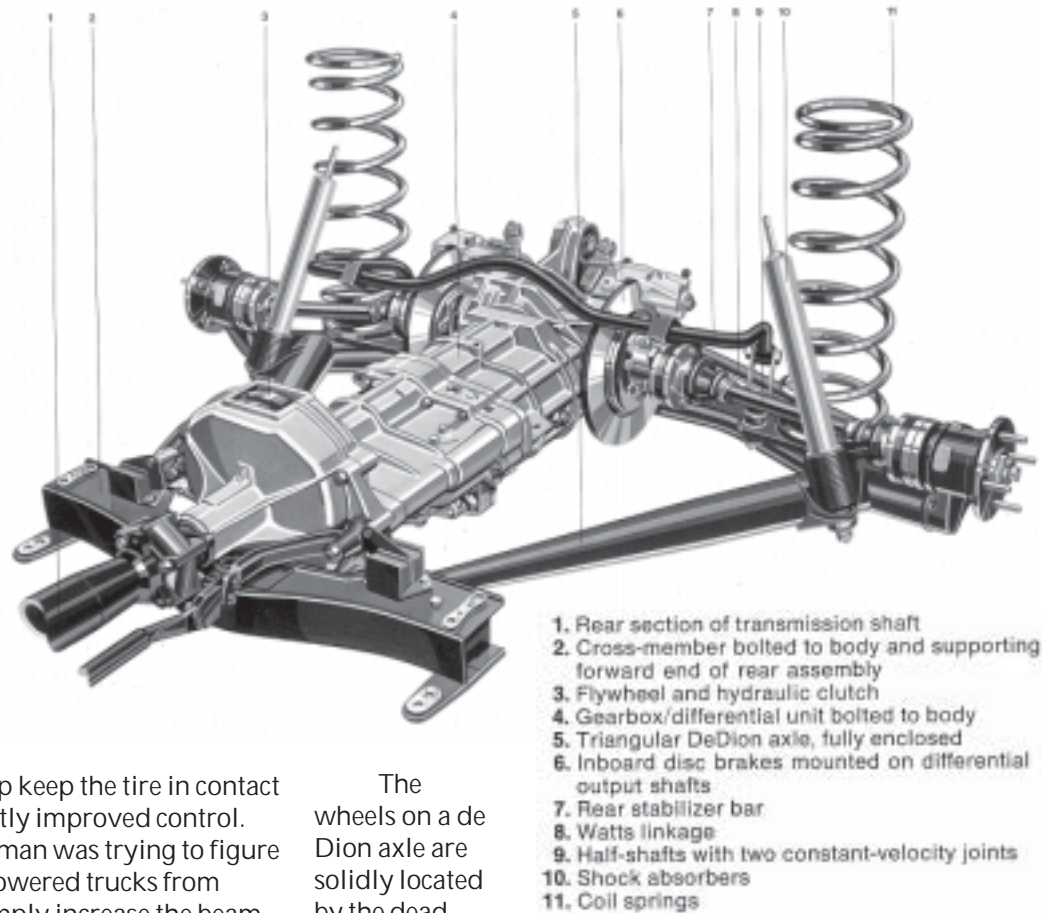
A hundred years ago, a Frenchman was trying to figure out how to keep the axles of steam-powered trucks from breaking under load. Rather than simply increase the beam strength of the axle, Albert de Dion did away with the single load-bearing unit. That was not his only accomplishment: de Dion was an automotive pioneer whose efforts touched almost every facet of the developing industry and his engines were used in several vehicles.

The real genius of the de Dion suspension is not mere strength but optimum wheel geometry.

To solve the fragile rear axle problem, de Dion simply eliminated it. He first separated the truck's chain-drive sprocket and differential unit from the axle itself and mounted them

directly to the body. That made the drive unit part of the truck's load rather than part of the mass which moved with

the wheels. In other words, he made the differential sprung, instead of unsprung, weight. Then, de Dion connected the differential to the wheels using jointed axle shafts. As a result, all the weight of the truck bore through leaf springs on compact stub-axle assemblies. He then added a dead axle to locate the rear wheels. The dead axle only had to be strong enough to keep the wheels pointed straight ahead under its load.



The wheels on a de Dion axle are solidly located by the dead axle, so a de Dion suspension is not independent, even though it uses half-shafts.

Over the decades, as vehicle speeds rose, designers began to understand that the real genius of de Dion's axle was not superior strength, or even reduced unsprung weight, but optimum wheel geometry. Independent suspensions can change camber, caster and even the effective wheelbase of the car as they move. While these changes are usually very small, they still work in arcs which peel the tire's tread away from the ground. The dead axle on a de Dion suspension keeps the wheels always parallel to each other.

Alfa Romeo was a leader in the development of independent rear suspensions, having introduced a passen-

continues on page 11

contributed by Dave Torretta

Escape Road: Alfa Giulia Spider

by John Matras, (AutoWeek March 11, 1985)

Simpatico never was more Italian

There is something here that loves an Alfa. There is an aura, a certain magic, even in the words, that arouses emotion, a definable affection that can be spoken only in Italian: *Simpatico*.

One need not speak Italian to know the meaning of that one word. (Assuming, of course, that it is Italian. If it isn't, it should be.) Even if your fluency in the language is limited to gestures (which is admittedly half of the battle) the meaning comes across clearly, even when attempts at definition fail. It is this same primal understanding that is embodied in an Alfa. And nothing says Alfa like a Giulia Spider.

The Giulia (say "Julia") Spider, which first appeared in 1962, had an origin dating back to 1954 with the introduction of the Giulietta Sprint. This "little Julia" sedan was the first of the modern generation of Alfa Romeos, a new era of modern realities that made the glorious but limited production supercharged racers and road cars of the '30s legends of the years that were, and not a part of Alfa's postwar Italy. Production was the key to survival, and the Giulietta was the key to that strategy.

The Sprint was a coupe, and was also available as a Berlinetta. Both were powered by a 1,300cc aluminum alloy engine with classic double overhead cams and hemispherical combustion chambers, an engine with feet planted firmly in the past and the future. And, of course, in the rear, there was Alfa's best-in-the-world live axle.

Then came the Giulietta Spider Pininfarina designed the elegant roadster body on a wheelbase five inches shorter than that of the Sprint, and in 1956, the first full year of production, more than 1,000 were sold (out of a total for all Giuliettas of 9,477). The same year saw the Sprint Veloce variant, with more compression, carburetion and horsepower. Other improvements came during the following years. There was the sexy Sprint Speciale, an aerodynamic Bertone variant, and the Sprint Zagato, an aluminum-bodied racer. But through it all, it was the Giulietta, Little Giulia of the 1,300cc.

Eventually it became apparent to Alfa Romeo that one and a third liters wasn't enough. The competition was beginning to catch up. So Alfa did the natural thing. It got a bigger engine. Boring out the DOHC four to 78mm (from 74mm) and stroking it from 75mm to 82mm, Alfa came up with a displacement of 1,570cc. The first chassis to get the new bigger engine was the Giulia TI sedan, the diminutive "etta" having been dropped as the Giulietta came of age. It was 1962.

Naturally, Alfa wasn't long in installing this new engine in the Spider, whose Pininfarina-designed body was unchanged as engine displacement grew. Alfa spotters, however, could quickly note the difference. The Giulia Spider received a bogus hood scoop, actually, if you are careful you can put the bigger engine in the older cars, even without the bulge, but for production the reshaped metal

was necessary to allow for manufacturing variances.

The engine came in two guises. The first was the 92 HP "Normale" version, with a progressive two-barrel downdraft Solex carburetor and 9.0:1 compression. The second was the "Veloce" – *veloce* (say *veh-LOW-che*) means "fast" or "quick" in Italian, and in Italy there's always a Veloce version. It didn't appear until 1964. Those who waited, however, got 112 HP from their engines, thanks to dual-twin throat Webers, hotter cams, and a 9.7:1 compression ratio. Regardless of engine the car came with a five-speed.

The 1962 Giulia belonging to Dan Braudrick of Springfield, VA, is perhaps one of the healthiest Spiders in the country, as proven by its first place finish in the concours at the Alfa club's 1983 convention. It's a Normale, of which Alfa made 9,250, compared to the 1,091 Veloces – which means it's not the quickest, but it's what most folks had. And as Braudrick points out, his is *white*, like the Giulia in the Alfa ads of the time.

What a marvelous engine. Of course. It's a delight just to look at with its double cam covers connected at the front by a bulge for the cam chain, neatly lettered with "Alfa Romeo" in raised script in the aluminum. The air cleaner, a cylindrical canister, resides on the left side of the engine and is connected to the downdraft Weber carburetor on the right by a pair of pleated hoses. Why two hoses were necessary is anyone's guess, since they leave from the same place and go to the same place. Perhaps, an accommodation for dual carburetion?

Not only does it look good, it sounds and feels good as well. The Giulia engine – any Alfa engine, actually – simply sounds like an engine should. It makes no noises it shouldn't, and makes all the noises it should. If that seems trite, like you've heard it somewhere before, it's only because it's true.

Underway, the engine pulls willingly and revs freely. It's an engine that requires that one observe the tachometer; because it is all too easy to spin it right past the 6,200 RPM redline. But then, the redline is just another excellent reason to use the gearbox. For the Giulia, an extra gear was added on top of the Giulietta's four-speed, with fifth an 0.79:1 overdrive. The gearshift has that peculiar-to-Alfa long shaft that doglegs back from a rather far-forward floor mount. After a moment's readjustment to the up and down shift pattern, one is ready for any excuse to shift gears, such is the feel of the lever.

The engine is niggardly with these opportunities, however. The four feels torquey and pulls smoothly off the bottom. What it isn't, is blindingly fast. Quarter-mile times tested at around 19 seconds for trip, and zero to 60 is a 12-second affair. Just about any modern econobox can better those times – though they were nothing to be ashamed of at the time – the question is really qualitative: which would you rather have, a Polaroid snapshot or a good oil painting?

Cars like this exist for more than showdowns at the spotlight corral, though. A drive in the Alfa inspires com-

continues on page 5

Note Bene continued from page 1

United Arab Emirates DUI: Stiff fine plus 6 mos. in Abu Grarib like-slammer. Foreigners given lighter sentences...(Yeah right, "Mr Chairman, we PAID for this country!")

Australia DUI: Ads in newspapers with your photo caption under it..."He's drunk and in JAIL." So what, peer pressure never worked with me!

Malaysia DUI: If your bribe is not successful, then the SPOUSE is also jailed for "Co-responsibility".

Turkey seems the most "fun" for DUI: The cops drive you out in the desert 20 miles and make you WALK BACK HOME...under police escort, so no cellphone pick ups by "significant others" allowed.

Hmm, next "Alfa-AROC-St Louis- Women's Auxiliary mtg" is to be held in the NEW Clayton City JAIL....sewing/quilt making done during hard labor breaks? Maybe an AUGUST 2005 event?

More "happy stats" regarding ALFA Owners from Top Gear July 2004 edition:

- Alfa 147 drivers are MOST LIKELY (38.9%) to get into "altercations" than any other marque. By contrast, tiny Hyundai drivers only fight 21.7% of the time.
- In Great Britain 9.3% more MEN than WOMEN commit acts of road rage.
- Only 10% of Toyota RAV-4 drivers are in fear of speeding ticket. (I test drove one...was "gutless wonder"), but 81.5% of TVR Tuscan drivers fear a ticket every time they're behind the wheel. (See "Swordfish" movie with John Travolta to see what a TVR looks like.)
- 20.9% of drivers have POINTS on their licenses...(NOT ME! hahahahah)
- 53.6% of TVR drivers "flirt to others" in their car, whereas only 2.6% of Range Rover drivers do it.
- BMW Z3 drivers feel the car enhances their dating skills 74.1% of the time, whereas only 2.3% of Nissan MICRA driver's feel that way.
- 75% of Citroen Berlingo drivers "shot the birdie" to other drivers—the most of any car marque!

Baghdad Bob, Used Car sales.

Hyundai is first company to set up new car sales in Iraq, usually paid for in CASH with US dollars (about \$10K for a Elantra). Sporadic gunfire and thieves, like maybe \$40K or so, make deal an iffy one for long term satisfaction. Dusty, potholed roads, hijacking is common, but 2 yr warranty included! Coupes are considered extravagant in Baghdad, so no "little red deuce (Callaway) coupe" for you Bob! Chevrolet left Baghdad in 1968. One Hyundai a day is usually sold. Khalaf Ganabi was first customer. Talk about "road rage" with drugged out kids with AK-47s gesticulating around..Yikes! The good news? Petrol costs one cent a liter.

European Car show was a hit, twice as much money donated to Shriner's Hospital as last year...200 cars and Steve Coldewe walked away with Giulietta SS coupe heavy trophy. One of three Italian Car marque winners. Photo and results on page 7. His car was "most economical" to win, if

one doesn't count some Hippied-up VW van, which won for some strange reason. Best of show was a treat. An elderly ex-hippie-looking gal (with long pony tail) who happened to be driving her 1913 Rolls Royce 4-seater RED Cabriolet across country won. It had 19 or 20 inch wire wheels and plenty of space and sounded like a well oiled sewing machine at idle. Hopefully we got some names of new members to the St Louis AROC.

Next ride is the Rich and Janet Hirsch LAKE extravaganza! July 17th is SATURDAY. Bring boats 17 ft or shorter AND 40hp or less. Hear Jerry's anecdotes about "Stepford Wives de la Lake Tishomingo." See many cars, ride many boats, get naked if you dare! Driving directions are in this newsletter on page 5.

Finally, some tips from "Secrets of Solo Racing" by Henry A. Watts, Loki Publishing Company, Sunnyvale, CA.

- "When throttle is called for, use it with great vigor" p. 28.
- "If you are not using the throttle with great vigor, you should be using the brakes with great vigor. Don't coast" p. 29.
- "Full braking does NOT mean locking up the wheels" p. 114.
- "When the brakes get soft and mushy, you need to bleed them" (when other things get soft and mushy, see your doctor!)
- "Don't oil the track" (Volpe and Lains to note this one!)
- "Keep the oil system in top notch shape" (I still have doorprize free oil from 2002 Spring Fling, maybe I bring it to pour into lake? Or maybe NOT!)
- "Loosen the sway bar at the end not sticking, tighten the other bar" (tech session there by Graham?)
- "Hit your apexes, no matter what!" (Dave Sherrick to give lessons as he is St Louis autocross giant this year in his Milano.)
- "Passengers may NOT be allowed" (Maybe no kids nor grandkids?)
- "When you are losing control of the car, keep the steering wheel and throttle very steady"
- "Your car may dread driveways, sharp dips and speed bumps" (Volpe race car may not be best vehicle to attend July event.)
- "Cars with slow steering may require you to reposition the hands on the wheel many times" (Jeffrey, your dad Graham TOLD you to fix that wreck of Zarek's in time!)
- "At the (Lake Tishomingo) gate, get focused, calm and poised" (JD Crownover coming?)
- "Anything loose can become lodged under the brake pedal just when you really NEED the brakes" (Norma, forget the heavy jewelry, just DRIVE!)
- "If you see a red flag, immediately come to a safe and complete stop!" (What? Schumacher gonna show up or what?)

Oh yeah, remember Nat'l AROC convention in Manchester, NEW Hampshire July 28th to Aug 1st, 2004.

Ciao,
P. Dean, MD



Alfas at St Louis 2004 European Car Show

by Rich Hirsch

Three Alfa Club members participated in the 17th European Car Show at Plaza Frontenac on June 6.

Displaying their cars were: Ralph Coldewe ('59 Giulietta), Steve Coldewe ('62 Giulietta Sprint Speciale), Rich Hirsch ('67 Duetto).

Congratulations to Steve Coldewe who won a People's Choice award at the show.



From left: '59 Giulietta, '62 Sprint Speciale, '67 Duetto.

from http://www.fluke.com/application_notes/automotive/dtbarchive4.asp

Diagnosing Catalytic Converters using an Infrared Thermometer

With an Infrared Thermometer [e.g., like the Fluke 80T-IR/E Extended Range Temperature Probe], you can easily and quickly assess catalytic converter efficiency. For this test, first run the engine until the engine is warm and stabilized. (For engines with electric cooling fans, let them cycle a few times prior to the test) Then shut off the engine and disconnect a spark plug wire on one bank of cylinders. (Note for V engines: If there are dual converters, you will need to perform this procedure on each bank of cylinders.

Restart the engine and block the throttle to maintain 1000 RPM with the one cylinder not firing. Measure the inlet temperature of the converter and compare it to the outlet temperature. You should see a differential of 50 degrees F. or more if the converter is working properly. If the temperatures are less than 50 degrees apart, then the converter needs to be replaced. Before replacing a converter, be sure to determine why it may have failed. If it is a very high mileage vehicle, it is probably just expired. If it is low mileage, you should perform a thorough check of the vehicle to determine the cause.

For normal engines with a misfiring cylinder at 1000 RPM, you can expect that the temperatures observed will be in the 600 to 900 degrees F. range.



Steve Coldewe with '62 Sprint Speciale and award. Photo by Greg Hartrum.

St. Louis European Auto Show Results

Best of Show: Mermie Karger, 1913 Rolls-Royce Silver Ghost

English Marques

Bob Bennett, 1956 Jaguar XK140M Roadster
Doug Morriss, 1951 Jaguar C-Type
John Petrikovitsch, 1966 Morris Mini Cooper S

German Marques

Russell Hughes, 1957 Mercedes 220S Cabriolet
Rodger VanNess, 1962 Mercedes 300d Adenauer
Todd Schumaker, 2001 Porsche Boxster S
Todd Schumaker, 2004 Porsche Cayenne Turbo
Gary Abelov, 1967 VW Microbus
Carl Fitzwater, 2003 Mercedes SL55
Paul Capiz, 1995 Mercedes C-36 AMG
Patti Siefert, 1995 Mercedes E320 Cabriolet

Italian Marques

Clint Lindbergh, 1966 Ferrari 275GTS
Steve Coldewe, 1961 Alfa Romeo Sprint Speciale
Robert Pass, 1971 Fiat Shelllette



Spider Chronology continued from page 3

1971

Another year of noteworthy change: The Pininfarina boattail was lopped off and the trunk squared off shortening the car six inches (from 167.3 inches to 161.1 inches.) and reducing trunk capacity from 7.5 cu.ft. to 6.9 cu.ft. In addition the windshield was raked more, the front grille widened and lowered, the bumpers restyled, the door handles flushed in, and the instrument panel changed. More importantly, alterations to the Spica fuel injection system let the car meet US emission standards.

1972

The first Spider 2000 was shown to the press in June 1971 and the first examples arrived in the US in the spring of '72. A bore increase from 80 mm to 84 mm bumped the 1779 cc four-cylinder engine's displacement up a notch-and-a-half to 1962 cc. The result? A horsepower increase from 132 hp at 5500 rpm to 150 hp at 5500 rpm and a similar torque increase from 137 ft-lbs. at 2900 rpm to 153 ft-lbs. at 3500 rpm. Though the Spica fuel injection system remained, the cars had a very, very different character. Minor trim changes included a new badge, new bolt-on hubcaps, and a wood-grain steering wheel.

1973

There were few changes to the US Spider for the '73 model year: license plate lights moved from the bumper to the back panel, the bumpers got "nubs" and alloy wheels were added to the option list. Incredibly, those wonderfully reliable 2-litre engines had started life in the '50s as 1290 cc fours with "square" cylinders—bore and stroke dimensions were 74 mm and 75 mm respectively. Nearly two decades later, the capacity had been pushed upward over 50 percent to 1962 cc—bore and stroke now 84 mm and 88.5 mm. Amazing.

1974

Alloy wheels were made standard equipment and the '74 Spiders got handsome wooden steering wheels. No other changes.

1975

Heavy new black rubber bumpers made '75 Spider-spotting easy, but not out west: Despite new air pumps and single-outlet exhaust manifolds, the 2-litre engines did not comply with California's suddenly unique exhaust emission laws. Thus the '75s were 49-state cars only.

1976

No changes to the Spider line except that the addition of catalytic converters let them return to the California marketplace.

1977

Another change to the exhaust manifold and improved catalytic converters were the only '77 Spider news items; otherwise, no changes in the U.S.

1978

No changes for '78, either. (Did we neglect to mention that catalytic converters were now standard equipment on all Alfa Spider models, not just California cars?)

1979

For '79, the Spiders got upgraded interiors and leather was introduced as an option. Again, nothing new mechanically.

1980

Lots of emissions-control related add-ons hurt the '80 models' performance: A new EGR system and complex variable valve timing system are introduced, and though they also got electronic ignitions, the 2-litres were left gasping. Features-wise, chromed electric mirrors and power windows were offered as standard equipment.

1981

No important changes to the Spiders for the '81 model year, though the exterior mirrors were body color again.

1982

After 11 years of service, the Spica mechanism fuel injection system, originally designed for a commercial diesel, was replaced in the '82 Spiders by the new Bosch L-Jetronic system. Of equal importance though much less noticeable, the Spider chassis was stiffened considerably. There were two Spider models offered for the first time: the familiar Veloce and a less expensive base SE model which some in only one color: ivory.

1983

Back to one model—the Veloce, which got a new standard-equipment rubber rear spoiler and front air dam plus restyled bumpers, grille and taillights. The variable valve timing system was now electronically controlled.

1984

No changes to the Spider in the '84 model year.

1985

No changes to the Veloce but the base model was brought back as the "Graduate."

1986

Trim changes were minor for 1986: The Veloce got a new rear spoiler with stop light in the middle and all the Spiders got functional new instrument panels. The big news was yet another addition to the model lineup: The upscale "Quadrifoglio," with 15 inch alloy wheels, big plastic spoilers and side skirts. This model was somewhat controversial: Traditional Alfisti were (and remain) in shock. Happily for Alfa, the marketplace loved it.

1987

No changes in '87 to either the mechanical details or the Spider model lineup.

1988

No major changes. Graduates got plastic wheel covers.

1989

Only one significant change for '89: The incorporation of the dreaded passive restraint system. US sales rolled along happily and at the end of a fascinating decade of automotive design, the Spiders' styling remained remarkably contemporary.

1990

Mechanical changes only for 1990: New Motronic engine controls and a new electric fan. Performance was improved with a change back to the 1974-era Tri-Y exhaust manifold.

1991

A major styling freshen-up highlighted a list of changes for '91. A rationalized product line now includes just two models: Spider and Spider Veloce. The '91 models were introduced to America at the Jan '90 Detroit and LA Auto Shows, and really turned heads: The Spider is still The One.



ALFISITI COOKS!

by Sue Houser, St Louis AROC

The summer is about to get better with our annual Day at the Lake with Rich and Janet. A peaceful lake view, good food, good Alfisti friends and as always, a relaxing trip around the lake with the very capable Captain. As we're gearing up for this very popular (for good reason) event, I thought it would be a good time to use a recipe that those of us who were at Ralph and Jane's after the Easter Car show got to enjoy. Jane's daughter-in-law Patrice tempted us with this sinfully delicious Pumpkin Cake. It is easy to make and guaranteed to be a crowd pleaser.

Patrice Rauth's **Pumpkin Cake**

- 1 12-oz can evaporated milk
- 1 15-oz can pure pumpkin (NOT pie filling)
- 3 eggs
- 4 t pumpkin spice
- 1 cup sugar
- 1 white cake mix (Betty Crocker is best)
- 1 8-oz bag pecans, chopped
- 1 8-oz bag walnuts, chopped
- 3/4 cup melted butter

Mix evaporated milk, pumpkin, eggs, pumpkin spice, and sugar with hand mixer. Pour into greased 9 x 13 cake pan. Sprinkle cake mix on top of the pumpkin mixture. Sprinkle pecans and walnuts over the top of the cake mix. Drizzle butter over pecans and walnuts. Bake at 350 for 50 to 60 minutes.

My thanks to Patrice for sharing her recipe and to Ralph and Jane for having us over after the Car Show. See you at the Lake. Don't forget your swim togs and sunscreen.

Woof and Meow,
Sue



deDion continued from page 6

ger car with fully independent suspension in 1935. In the same year, an eight-cylinder Grand Prix Alfa featured a fully independent layout with a transverse leaf spring. In 1940, a prototype racer, the 512, used a de Dion rear suspension, and the Type 159 Alfas used de Dion rear suspensions when they won back to back world championships for Alfa in 1950-51.

When it was planning its new series of passenger cars for the late 1970s, Alfa revived the Type 159's de Dion layout as well as the car's nickname, "Alfetta." Public relations ploys aside, the Alfetta passenger cars, along with the derivative GTV-6 and Milano, are among the few production models which have used the de Dion layout.

On the Alfetta setup, the transmission and differential are combined in a transaxle which is attached to the body at three points. Rubber mounts are used to isolate gear noise. The de Dion tube itself is the rear member of a large, welded triangular structure. The front legs of the triangle are tapered tubes, a beautiful but very expensive item to fabricate. The tip of the triangle is attached to a body crossmember with a single large bolt. The rear is suspended by coil springs and damped by tubular shock absorbers. A Watts link locates the de Dion tube laterally.

The de Dion rear suspension provides a very comfortable ride and great road holding. Simply put, the layout in the Alfetta lives up to its considerable potential.

In practical terms, the Alfetta's rear setup is a dream to work on, and it's clear that serviceability was high on the engineers' priorities. *[editor's note: Is Pat joking here? RHH]* By unbolting the front crossmember and jacking up the de Dion tube, you can lower the nose of the transaxle and remove the complete clutch assembly as well as the entire transmission internals, including the pinion gear. Clutch replacement or a transmission overhaul on these Alfas is a piece of cake.

[editor's note: Yes, he must be joking. RHH]

The downside of the Alfetta setup has nothing to do with the de Dion tube but a lot to do with the decision to locate the transmission at the back of the car with the differential. Because the driveshaft is bolted to the flywheel and turns at engine speed, the Alfetta driveshaft is very sensitive to balance and shock. Alfa uses three rubber "donuts" along the Alfetta driveshaft to act as universal joints and reduce the shock of sudden clutch engagement. These donors have to be replaced at regular intervals, and the more the car is hot-rodged the faster they fail. While taking it easy isn't the central idea of Alfetta ownership, it does protect the pocketbook from \$100 donuts.

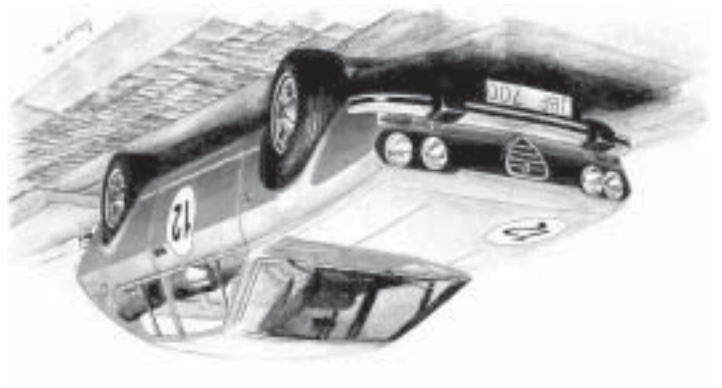
Alfa has a history of being on the cutting edge of technology. The Alfetta cars, including the GTV-6 and Milano, are certainly among the most exotic cars on the road. It is a testimony to the genius of Albert de Dion that they employ a rear suspension which has just turned 100 years old.



Alfas at Alfa Day at the Lake 2003.



Illustration by Daniel Ostlund



!Saluti!
Alfa Romeo Owners of St Louis
470 Bellevue
St Louis MO 63119

July 17 Alfa Day at the Lake

July 2004 AROC St Louis

SUN	MON	TUE	WED	THU	FRI	SAT
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
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