



i Saluti

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Note Bene

"Until Further Notice, Celebrate Everything!"

Bad news in recent AROC journal indicates no ALFA return to USA at least until 2008.

Hmm..but we need to follow El Presidente's rules.

.So.. , we can celebrate various important events on the Jan 24 (saturday) dinner at CJ Muggs in Wbster Groves, under Janet and Rich Hirsch's direction and planning. Jan 24th is a major day in history as in 1899 the "rubber heel" was invented by Humphrey O'Sullivan. In 1922 on said date, the "Eskimo Pie" was invented in Iowa by Christian Nelson. And last but not least, in 1935 CANNED BEER was invented in Richmond, Virginia.

Maybe we buy group Mo Powerball lottery tickets to win a chance on buying newest Ferrari offering, the 612 Scaglietti. Pictures of same car on Autoweek 1-19-04 issue page 21. This is the 2 door sedan successor to the 456. V-12 power with 540 hp and 46/54 weight distribution all designed by Pininfarina GT Coupe department.

I am sure it was at Detroit auto show, and maybe in Chicago show.

continues on page 11

Next Event . . .

Dinner/Meeting at CJ Muggs 6 pm Saturday Jan 24

Our January meeting will be **6 pm Saturday, January 24 at CJ Muggs Restaurant**, 101 W Lockwood in Webster Groves (963-1976).

Be sure to bring your spouse or friend for a great meal at this reasonably-priced, centrally-located, and highly regarded restaurant. Items for discussion will be general Alfa topics and upcoming events. Directions to CJ Muggs on p 2.

RSVP: Janet Hirsch at (314) 962-7833 or (636) 285-0813 if you plan to attend.



Coming in February

Presidents' Day Drive 11 am Saturday Feb 21

There's no question that among our best-attended events each year is our midwinter open road romp on Presidents' Day weekend. This year it will take the twisting blacktop across the scenic hills and valleys of the Missouri River to a charming country restaurant where we'll dine. According to Walt Hatcher, this old country tavern turned small-town bistro has gotten good marks from a leading restaurant critic in St Louis. But you be the judge -- we'll test the bill of fare when we arrive there for lunch around 12:30.



Don't Miss Out!

To be part of the low-speed, high-revving fun, meet us Saturday, February 21 at the commuter parking lot on the outer road just east of Hwy. 94 at Hwy. 40 (Weldon Springs exit) at 11:00 am. And don't let a cantankerous, nonstarting Alfa keep you on the sidelines. Anything that drives is OK. Heck, in the past we've had a BMW and a Triumph TR6 that added considerable to the sporting nature of the event. Be there, no excuses!

i Saluti is the official publication of the Alfa Romeo Owners Club of St Louis (AROCSL). Articles, photos, and classified ads should be sent to newsletter Editor. Classified Alfa-related ads are free to members. Please inquire for commercial rates.

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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
pointphilip@webtv.net

Vice-President

John Ryman
RR2 Box 115
Virginia IL 62691
(217) 323-2046
ryman@casscomm.com

Secretary & Recipe Maven

Sue Houser
12736 W Watson
St Louis MO 63127
(314) 842-4832
dteest1@cs.com

Treasurer

Jane Rauth
27 Marsally
St Louis MO 63131
(314) 991-4890
jrauth@absorene.com

Newsletter

Rich and Janet Hirsch
470 Bellevue
St Louis MO 63119
(314) 962-7833 voice
(636) 285-0813 voice
(314) 962-8037 fax
rhirsch@catenary.com

Program Advisor

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

Tech Advisor

Bob Volpe
366 Woodgreen Dr
Ballwin MO 63011-5024
(314) 731-0914 office

Director

Walt Hatcher
Washington MO 63090
(636) 239-2690 voice
(636) 239-3006 fax

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Directions to CJ Muggs

- From I-44: exit at Elm in Webster Groves and go north. Continue on Elm to Lockwood (about 1 mile). Turn left on Lockwood. Go 2 blocks to Gore. CJ Muggs is at the corner of Gore and Lockwood.
- From highway 40: exit at McKnight in Ladue and go south. Continue on McKnight/Rock Hill (McKnight becomes Rock Hill south of Manchester) to Gore in Webster Groves (about 3 miles). Turn left on Gore, a 3-way stop sign. Go about 6 blocks. CJ Muggs is at the corner of Gore and Lockwood.

2004 Calender

Jan	24	Dinner at CJ Muggs, Webster Groves, 6pm, RSVP Janet Hirsch, 314 962-7833
Feb	21	Presidents' Day Drive, 11am, commuter parking lot on the outer road just east of Hwy. 94 at Hwy 40 (Weldon Springs exit).
Mar		Swap Meet at Steve and Sherri Coldewe's home
April	11	Easter Car Show, Forest Park
April 30 - May 2 Spring Fling weekend, Washington MO		
June		Herman MO outing (Chuck Workman)
June		European Car Show
July	17	Alfa Day at Lake Tishimingo
Aug	21	Formal Party -- Jon Rhodes and Nancy Scoggin
Sep	11	Picnic at the Hatchers' home
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		Christmas Party at the Housers' home



GTV6 by Marian Hatcher



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Reluctant 308 Power Windows

by John Ratto and James Hampton

[This article originally appeared in the Ferrari Owners' Club monthly magazine back '91 and pertains to the 308 series cars. I'm reproducing it here because, except for the specifics of getting the doors taken apart, the power window mechanisms in these Ferraris are identical to the mechanism found in the GTV-6, many 70's and 80's vintage Spiders, as well as (I've been told) some early Milanos. I've made no effort to alter the article in order to make it Alfa Romeo specific, and I leave the question of getting the inside door panels removed and accessing the motor units to you individual owners. The instructions on cleaning and lubricating the mechanism's gearbox is very pertinent to many of our cars, and even if you don't want to tackle this yourself, the article gives good insight into "why" your windows may be sluggish. — George Graves, editor]

It seems the summer of '89 marked the last time that the power windows on our '79 308 GTS really worked well. When winter '89 arrived, the windows became sluggish and often required manual assistance, in the form of a push or a pull, for operation. The following summer brought some improvement, but window movement remained lethargic. This winter has been unusually cold, and both windows ceased operation entirely while in the down position. It was time to investigate... or freeze when driving.

Removing a door panel revealed no apparent problems. The cable was strung properly over the pulleys, the window was still connected to the cable, and the window did not seem to be binding in its tracks. We then disconnected the window from the cable and attempted to operate just the cable, without the load of the window, with the motor. It worked, but barely. We concluded that the motors had succumbed to old age and began to investigate purchase of new units.

Luckily, as it turned out, we began this procedure during the four-day New Year's weekend and no new

motors were readily available. Since the door was in pieces anyway, we decided to disassemble the cable drive unit and investigate further. What we found was surprising: the lubricant used for the worm driveline mechanism had dried out and become very hard, almost like glue. After this material was cleaned out and the moving parts were re-lubricated, the window worked fine once again.

If you are experiencing similar difficulties with your power windows, this procedure may alleviate your problems. Following is a set of instructions for the repair. Each window will require an average of about 4 hours (the second goes much quicker than the first) and the hands of an assistant to help with the glass and cable tension. These Ferraris were still very much hand assembled cars so everything is relatively straightforward and you shouldn't break any clips or snaps in the process. No special tools are required but some manual dexterity and mechanical ability will serve you well.

Remove the Door Panel

Locate the 4 attachments under the armrest (2 bolts and 2 nuts) and remove them. Swing the armrest aside (use a pad if you set the end on the seat). Remove the speaker grill, the door lock push button, and the 3 screws along the edge of the door panel (2 at the rear, 1 under). Don't lose the small finishing washers. Remove the large screw that was behind the speaker grill and lift and pivot the door panel to the side. Remove the speaker and the water shield, noting its orientation. I recommend that you store these pieces separately from those that will be removed later to avoid confusion when reassembling.

Remove the Window and the Wing Glass

A few Polaroid shots of the connections inside the door will be of great assistance later. Note the orientation and position of the small nuts, bolts, washers, and spacers that pinch the cable to the window. Disconnect the window from the cable and remove the bolting assemblies (a 10mm. wrench with a narrow head, such as one which comes as part of an ignition tune-up set, will be required on the inside nut). Allow the window to slide down onto the bottom stops. Remove/loosen the 2 bolts (one inside the door, one at the top of the rear door jamb) holding the rear window track and carefully lift out the glass with the help of an assistant. Note how the weather strip at the top of the door interfaces with the rubber holding the wing glass. Remove the 2 Allen head bolts at the top front of the door-jamb (this can be tough) and the 2 bolts inside the door holding the wing glass/front track. With the help of your assistant, Hit out the wing. If you observe any rust on the inner door panel, treat it with metal etch and recoat with appropriate paint. Clean the window and wing glass. Inspect the material covering the tracks for tears and repair/replace as required. Spray silicone lubricant on both the front and rear tracks.



continues on page 10

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388-1181

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

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 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. We'll print the registration form next month.



from <http://www.grandprix.com/ns/ns12365.html>

Alfa Romeo signs up Farfus

(Jan 16, 2004) Formula 1 pretender Augusto Farfus Jr. from Brazil has signed to drive alongside Gabriele Tarquini and Fabrizio Giovanardi in the works Alfa Romeo touring car team. Farfus is only just 20 and was the European Formula 3000 champion last year.

The move is an odd one in that most young drivers stay in single-seaters whatever happens and this suggests that Farfus is hoping that the Alfa Romeo deal may lead to some kind of long-term deal with Alfa Romeo's sister company Ferrari. It should be remembered that Felipe Massa drove several races with the Alfa Romeo team early in his career. He has been linked to Ferrari ever since and is now a Ferrari test driver and racing for Ferrari's customer team Sauber. It may be that Farfus has agreed to join Alfa Romeo for a while to wait for an opportunity higher up the motorsport ladder in 2005 or 2006. At 20 he is still very young and has time to mature.

"I am very happy," said Farfus. "I received some proposals from other categories, but in this stage of my career it is necessary to keep one's feet on the ground. To be in a works team, with is part of Fiat is the best way. My objective is F1 and I want to be in F1 for a long time."

Alfa Romeo looked at a large number of drivers before choosing Farfus, including several former F1 drivers.



For Sale

- '84 **GTV6** black, 3-L conversion, Best offer, M Lains 314 968-0239. For more info call. **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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Choosing a Car Color? This One Is Safest

Listed below are the major supporters in 2003 that helped us with door prizes and event prizes. These companies have been so kind in donating items that I wanted to show a special thanks to them, and remind our members of who they are. They support us in our projects so we need to support them.

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Call 713-849-2400

Vick AutoSports
Call 800-466-3428

Thank you to all, and have a wonderful New Year!

Yours truly,

John Ryman, Vice-Pres
St Louis AROC

If you're in the market for a new car, choose one that is silver. Why? Silver cars are involved in far fewer crashes than cars of other colors.

According to a study by researchers at the University of Auckland in New Zealand that assessed the effect of car colors on the risk of serious injury in over 1,000 Auckland drivers between 1998-99, silver cars were 50 percent less likely to be involved in a crash resulting in a serious injury when compared with white cars.

Reuters reports that the least safe car colors are brown, black, and green. The risk factor for white, yellow, gray, red, and blue cars is in the middle range and about the same for each. Globally, about 3,000 people die every day in a car crash.

About half the drivers in this study had been involved in a crash in which one or more of the occupants had been admitted to the hospital or died, while 571 were not involved in crashes and served as a control group, reports Reuters. Even after taking into account the vehicle and road conditions, driver's age, gender, and educational level, as well as whether the driver had been using drugs or alcohol and had worn a seatbelt, the color of the car still had an impact on the likelihood of a crash.

Why? The researchers have no idea, but they speculate that silver, a light color that is highly reflective, may make cars more visible on the highway. "Increasing the proportion of silver cars could be an effective passive strategy to reduce the burden of injury from car crashes," lead study author Sue Furness told Reuters.

Silver was also the most popular car color in the United States, Europe, and Asia last year, according to the most recent DuPont Global Color Popularity.

The study findings were published in the British Medical Journal.

Date: Wed, 24 Dec 2003 15:02:14 -0500
From: "Jeff Greenfield" <alfaguy@samnet.net>
Subject: RE: [alfa] 87 Spider VVT troubleshoot

There is not much information in the manual on this.

The test is as follows ...

Remove the large plastic plug from the end of the VVT solenoid. With the engine running, ground one lead, and energize the other with a jumper wire.
The engine should run rough or die.

If it behaves as above then the solenoid is ok.

The next test would be to back probe the harness connector to verify that it is receiving a signal from the ECU when it should to activate.
I forget at

Christmas Party Photos

by Rich and Janet Hirsch



All eyes are on Mike Houser as he opens a present. From left: Graham Davis, Rich Hirsch, Hal Fleming, Dorothy Fleming, Jane Rauth, Hardin Ervin, Mike Houser, Ralph Coldewe, and Sharon Ryman.



Laura Torretta, Dave Torretta, Irv Brock, Marian Hatcher, Steve Coldewe, and Donna.



Harden Ervin watches as Graham Davis opens a present.



Janet Hirsch received the cinnamon buns baked by Graham Davis (right).



John and Sharon Ryman



Harden Ervin, Nancy Scoggin, and Kara Brawley at right.

from www.stltoday.com, 12/29/2003

Ex-stuntman is driven to make roads safer
By Renee Stovsky

Phil Wicks Driving Academy

Retired stuntman is driven to make the roads safer

Apparently, Phil Wicks, 63, of Richmond Heights doesn't take the idea of retirement too seriously.

Wicks, a British transplant and professional driver, has raced Austin-Healey Sprites on the European racing circuit, test-driven Lamborghinis in Italy, chauffeured Rolls Royce limousines and performed as a Mini Cooper stunt driver in the original 1967 movie "The Italian Job." Last spring, he began the Phil Wicks Driving Academy at the Gateway International Raceway in Madison.

The academy is a one-day school providing both classroom instruction and driving experience. It is geared to novice, intermediate and expert race-car drivers.

But it's the new drivers that pique Wicks' interest the most. Wicks, a grandfather, says he was motivated to start his academy after reading statistics showing that automobile accidents account for more fatalities in young people than any other cause of death. "I'm doing this in the hopes of saving some lives," he explains.

In addition to reviewing safe-driving techniques such as how to stop a slide by under- and over-steering and how to use an antilock braking system correctly, students practice maneuvers on a slalom course, hone reflexes with a figure-eight course and practice navigating slick roadways on a skid pan area.

Wicks had six sessions of his seminar this year, and response was strong. About 350 St. Louis area drivers attended the classes, and Wicks hopes to hold the academy monthly next year. He is much in demand at high schools, where he gives presentations on safe driving. And he's about to expand the concept nationwide, with schools set to open at Black Hawk Farms in northern Illinois, Putnam Park near Indianapolis, Carolina Motorsports Park near Columbia, S.C., Thunderhill Raceway in northern California and Fernley Park in Reno, Nev.

He also has discovered a new niche for his business: safe-driving classes geared for older people. The AARP has begun sponsoring classroom driving courses for older adults, and Wicks will be offering a practical component for those classes, beginning March 6 at Gateway International.

Wicks also has decided to turn his academy into a nonprofit organization and is seeking sponsors among

automobile dealerships, rental-car companies and the like.

"As a registered charity, I'm hopeful we will eventually be able to offer this kind of instruction tuition-free to high school students," he says. To help reach that goal, he's planning a fund-raising dinner here in March as well.

And Wicks continues to maintain his ties to Mini Cooper. When the 2003 version of "The Italian Job" debuted this summer, Wicks was a featured speaker at several theaters. And to celebrate the 45th anniversary of the Mini next year, he'll be one of the participants in a celebrity race in April in Great Britain.

But he's always careful to teach young people to distinguish between real road driving and stunt car driving.

"You cannot hurtle yourself off a ramp at top speeds and not get hurt," he tells teens. "You may have only seen three Minis on the screen of 'The Italian Job,' but it took about 25 cars to film it; and at least 20 of them were totaled."

For more information, call 314-646-0123 or check www.midwestdriver.com.

from email:

We are very pleased to have a feature article about the Phil Wicks Driving Academy once again in the St. Louis Post Dispatch on December 29. A link to the story is in this e-mail.

We have announced new dates for 2004 — the Phil Wicks Safe Driving Academy will be March 6 at Gateway International Raceway.

April 10 will have both the Phil Wicks Safe Driving Academy and the Phil Wicks Driving Academy on track at Gateway International Raceway.

April 24 and 25 will be at Carolina Motorsports Park in Kershaw, South Carolina, sponsored by Rick Hendrick's MINI of Charleston.

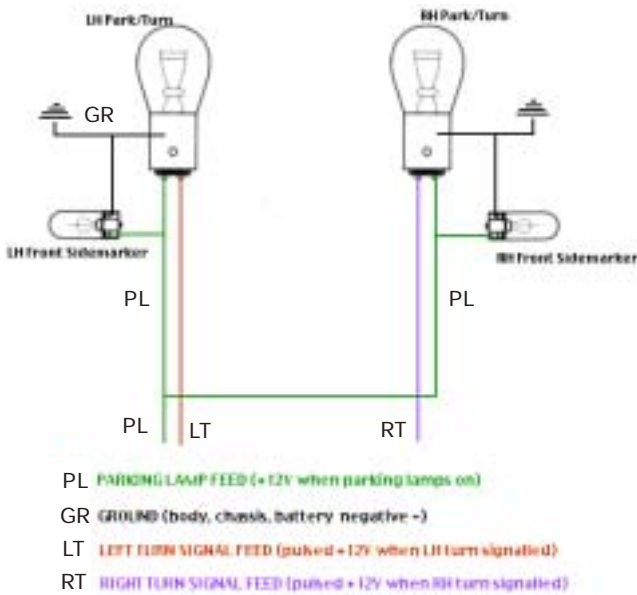
June 29-30 will be at Blackhawk Farms in northern Illinois as part of the East Meets West MINI Meet, sponsored by Phil Wicks Driving Academy and MINI Mania.

The website has the latest information — www.midwestdriver.com — keep checking as new dates and tracks are announced.

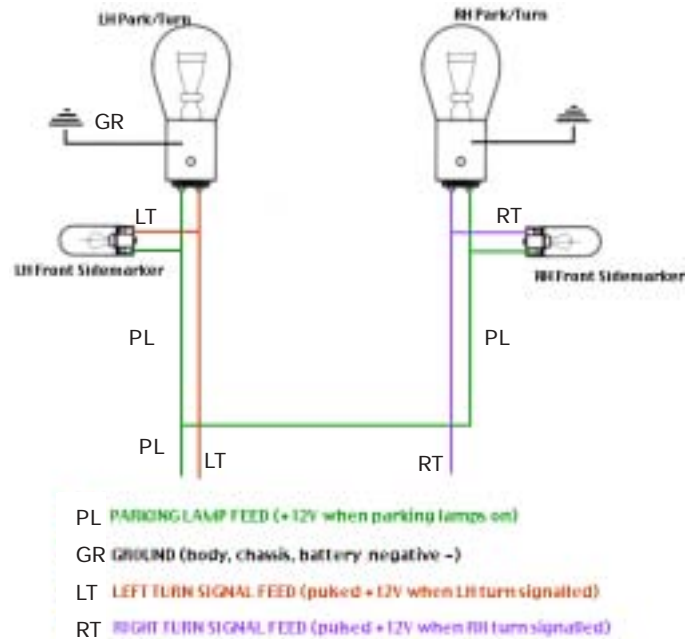
Flashing Sidemarker Lamps

Many cars have amber front sidemarker lamps that DON'T flash with the turn signals. This is permitted by our (outmoded, inadequate) lighting and signalling specifications in North America, but these lamps are also permitted to flash. Having them flash is an advantage, because that way your turn indicators are more visible to drivers who are flanking your car, and cannot see your front or rear indicators.

Here's how the front parking, turn signal and sidemarker lights are wired so that the sidemarkers DO NOT flash:



There's only one difference between this setup and the non-flashing one: Instead of the sidemarkers being wired across parking lamp feed and ground, they're wired across parking lamp feed and turn signal feed.



The side marker bulb socket is isolated from ground, and one bulb lead goes to the running lamp positive circuit. The other lead is tied into the turn signal positive lead.

When the parking lights are on and the turn signal off, it grounds through the turn signal filament and illuminates the marker lamp. When the turn signal flashes, it interrupts the ground and the marker will flash. When the running lights are off, the process is reversed, with the ground being through the filaments of the running light circuit, and the marker will flash in sync with the turn signal instead of alternately.

It's usually very easy to make this change, since it only requires rerouting one wire on each side of the car.

— Daniel Stern Lighting (Daniel J. Stern, Proprietor)



This diagram shows the common "park/turn" bulbs, with a bright turn signal filament and a dim parking lamp filament in the one bulb. Each filament has its own feed terminal on the bulb base. The wiring is essentially the same in systems that have separate bulbs for the parking lamp and turn signal.

With this hookup, the sidemarker lamps are wired exactly like the parking lamps. They are always grounded, and they receive +12V whenever the parking lamps are on. Therefore, they illuminate steadily whenever the parking lamps are on, and never flash.

Here's how the system is wired to make the front sidemarkers do double duty as turn signal flashers:

ALFISITI COOKS!

by Sue Houser, St Louis AROC

As usual the Christmas party was great fun in spite of our icy driveway. The crowd this year was a bit smaller than last year, only 30 to last year's 36. I'm sure the cold and flu were making the rounds. We had our usual turkey, ham, potatoes, dressing and gravy, but there were wonderful desserts, appetizers and vegetables. I'm still trying to get some of those recipes, so this month there are two recipes from the Planning meeting in November. Jane Rauth, besides being the hostess of the Planning meeting, served this delicious and easy Salmon Dip. I bought a Reuben dip too that was mighty tasty too.

Jane Rauth's Salmon Dip

6 oz. can salmon (Jane used 3 cans for planning mtg)
 ½ tsp. lemon per can (to taste)
 Mayonnaise or Miracle Whip to make spreadable
 Party rye or crackers of your choice

Combine above ingredients and chill. Serve with crackers or party rye. To make this festive, you can prespread the dip onto the crackers or rye and sprinkle with paprika or olive slices.

Sue Houser's Ruben Dip

½ pound corned beef, shredded or chopped
 1 (16-ounce) can sauerkraut, well drained
 2 cups shredded Swiss cheese*
 2 cups shredded Cheddar cheese*
 1 cup mayonnaise
 Party rye bread

Combine all ingredients except bread in a Crockpot, mixing well. Cover. Cook on High for 1 to 2 hours until heated through, stir occasionally. Turn on Low and keep warm in cooker while serving. Put dip on rye bread slices to serve.

*Note that 8 ounces of shredded cheese equals 2 cups.

Hope to see everyone at the January dinner.

Woof and Meows,
 Sue



ALFISITI COOKS! -- the book

Sue has published a brand new collection all the recipes she's gathered over the years for the Alfisti Cooks column. They are all together in the new **Alfisti Cooks! Cookbook**.

Order your copy today. Send your check or money order for \$4.50 to

Sue Houser
 12736 W Watson Rd
 St Louis MO 63127-1325

Windows continued from page 3

Motor and Drive

Make a sketch of the cable path. With the aid of a small mirror, observe how the cable is wound over the drive spool. Loosen the adjustable pulley in the middle of the door and release the cable from the pulley system. Remove the 3 nuts holding the window motor/cable drive mechanism. Maneuver the unit rearward through the opening in the doorframe. Remove the cable drive spool cover (3 screws) and observe the worm drive and gear. If they are packed with hardened lubricant, your problem is located. Remove the worm drive, the 2 brass bushings, and the 2-bossed saddles on which they sit. Clean everything with solvent (not too potent on the plastic pieces!). Lacquer thinner can be used on the metal worm drive teeth. A tiny screwdriver or ice pick will be of use. Lift the spool slightly and clean the contact area between it and the housing. Clean the inside of the spool cover and the large gear around the spool that remains attached to the motor unit with solvent. A small brush facilitates application of the solvent to the teeth; an ice pick and a toothbrush make effective tools for cleaning out the crud in the teeth. Be gentle.

Reassembly

Once everything is clean, all the moving parts, interfaces, and gear teeth should be fully re-lubricated and then reassembled. Wind the cable properly over the grooves in the spool and, with the assistance of a helper keeping tension on the cable and preventing its misalignment, reposition the motor and drive unit. Once the motor is back in position, the cable must be restrung over the pulleys and the tension provisionally adjusted. At this time, examine the cable to see if it is still properly wound over the spool and, if so, test for proper operation. The spool should be examined to note the full up and full down positions of the cable on the spool. Turning the cable past these positions will result in too much tension and require redoing the above steps.

Once this has been done, move the cable to the full down position. Reinstall the wing window and secure. Slip the window back into the door and realign the rear track by moving the window up and down manually to check for smooth movement.

Tighten the bolts holding the rear track. Allow the window to sit on the bottom stops and mark the locations where the cable should be pinched. Move the window manually to a position where the holes in the window are accessible so that the attachments can be made. Move the cable with the motor so that the marked locations coincide with the holes. Reattach the window to the cable. Test for proper operation and adjust the tension pulley as required. Reinstall the speaker, door panel, and armrest.



Note Bene continued from page 1

Otherwise, we just see pictures at St Louis auto show (begins 1-21-04 I believe at America's Center).

Did I mention that Ernest Borgnine's Birthday was Jan 24, 1917? Anyway, we celebrate that at CJ Muggs too.

Snowed in and nothing to do? Just rent video/DVD thing or go see "Charlie's Angels II-Full Throttle" as it has Actor Robert Patrick driving a silver Maserati Spyder to full effect in various chase sequences. Haven't seen the film yet, so maybe a review next month by someone in club?

Also read about Michael Schumacher's wealth, according to Fortune magazine, he is 16th richest person in the world under age 40. At least he "earned" his pay and his job is more dangerous than "clipping coupons" or being married to a ketchup heiress. Just celebrate the fact that you AREN't married to money!

Did I mention that Nastassja Kinski also has a Birthday on Jan 24? Maybe she'll come to CJ Muggs...maybe not.

Just be glad (celebrate?) you weren't born as Sharon Tate on Jan 24th..remember what Chas. Manson did to her? Yecch!

We can celebrate that we don't own an Enzo Ferrari, the latest F-1 tech street car with "dustbuster" type nose which incorporates latest wind tunnel technology. T.Rutlands advertised in "FCA News Bulletin" about how that vehicle has \$36,000 brake jobs for the ones who neglect "preventive maintenance procedures. The itemized totals are \$7,700 carbon rotors, \$1,100 carbon brakes pads multiplied by FOUR and add some labor and Voila..a \$36K brake job. Fortunately we can celebrate that Dino and d308 brake pads (rear) only cost \$62.75.

In case you are wondering, John Belushi, Frederick the Great and Warren Zevon all have Birthdays on Jan 24th, so who brings the cake to CJ Muggs?

At least we can read about New Alfas in Brit car mags. Alfa Romeo GT coupe is a 2 door reinterpretation of the 156 sedan. Comes with 1970cc JTS petrol engine of 165 hp or Diesel variant of 150 hp. GTA version will have the V-6 in 3.2 litre, 24 valve form producing 240 hp via front wheels. If we were Limeys, we could buy one March 1, but we have good food and good looking Women in USA without videocams everywhere busting us for 3 mph over the speed limit..so we celebrate that we aren't Limeys! "Top Gear" mag issue of Jan 04 has "colour" photos of same.

We have no new Alfas, so how many old ones to restore? back to the magazines...From 1966 to 1993 there were 11,283 Alfa Spiders made. Various forms had 1570cc/1779cc/1290cc or 1962 cc powerplants. Top speed said to be 106 to 120 mph.

In comparison, Fiat 124s were made to about 129,416..between yr 1966 thru 1979. Their engines were: 1438cc/1592cc/1608cc/1756cc sizes. Top speed 83 mph. Their pretty bodyworks said to be "water-soluble in minutes." I recall my test drive in one in 1986 or so in Kansas City Main St used car lot, I ran out of gas on test drive about 1.5 miles away from dealer, back before cell phones afforded by young Docs. The Alfa I test drove later seemed so much more solid! That was my first Alfa test drive of a 1970s model with Campagnolo wheels.

Ferrari 308 numbers from 1978 to 1982 were only 3219 built with 2926 cc V-8 making 152 mph top speed. Ferrari Dino from 1972 to 74 were made in 272 serial numbers. Was 2418 cc V-6 making 149 mph and had the "looks, engine, image and handling" but cursed with the "not a real Ferrari" prejudices. Ferrari 275 GTS, see photos in previous newsletter comparing rear to Alfa Duetto rear styling..made about 200 of these with 3286 cc V-12 engine and thick seat cushions for old money types to drive the twisties on. 150 mph is top speed of 275 GTS, but what about the brakes?

We can celebrate our "exclusive Italian choices" when you compare the Brit car build numbers..

TR4 68,718,

TR5/250s 11,431

TR6 94,619 (GEE I THINK WILSON HAS 200 OF EM AT \$25 k A PIECE?)

FROGEYE sPRITES..48, 987 FROM 1958 TO 1961

MGBs: 386, 961 made from 1962 to 1980

TR 2/3s: from 1953 to 57: 83, 572 made

Jaguar E types: as made from 1961 to 1975..about 57,383 roadsters made..

AC Cobra was most exclusive Brit car at 979 made from 1962 to 68.

Winter time with Italian cars? OK, boob tube has some events like:

Barrett Jackson 800 cars available auction Jan 21 thru 25th. Live TV auction on Speedchannel and one can imagine the Scottsdale sunshine on your face in the comfort of your telly room. If you wanna sell/buy something over your cell phone at CJ Muggs, call 480-421-6694, or see web action at www.barrett-jackson.com

Jan 29 thru Feb 1 has Grand Am Rolex 24 hrs at Daytona in FLA. Or, do web action at www.grandamerican.com

Feb 6 to 8 th has Boca Raton Clasic Car Auction in FLA..see what U missed at www.rmauctions.com

FEBRUARY 15th President's day drive not too far away..Call mike Lains and Kara to see what they dreamed up...

Just about 48 days left til F-1 action restarts in Australia, Albert Park, or go to www.grandprix.com.au to see whats up.

Just Celebrate the fact we don't live in 1872..as the following are typical work rules posted by Bosses back then:

- 1) Office employees each day will fill lamps, clean chimneys, and trim wick. Wash windows once a week.
- 2) Each clerk will bring in a bucket of water and a scuttle of coal for the day's business.
- 3) Men employees will be given one day a week off for courting, two if they go to Church.
- 4) After 13 hrs labor, employees should spend remaining time reading the Bible or other good books.
- 5) Any employee who smokes Spanish Cigars, uses liquor in any form, frequents pool and public halls or gets shaved in a barber shop, will give good reason to suspect his worth, intentions, integrity and honesty.
- 6) The employee who has performed his labor faithfully and without fault for 5 yrs, will be given an increase of 5 cents a day in his pay, providing the profits from the business permit it.

Did I tell you Neil Diamond has a Birthday Jan 24th? See ya at CJ Muggs..

Ciao,

P Dean

Milano in winter.



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

Jan 24 Dinner at CJ Muggs
101 W Lookwood
Webster Groves MO

January 2004 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
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