



i Saluti

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Note Bene

by Phil Dean, Pres

"Curtain Falls"

The Summer is getting short, fall breezes bring outside pool heater thermostat changes, but the big news in Italian cars today is announcement of Michael Schumacher, Ferrari F-1 kingpin retirement at the end of this year. Fifteen years at the top -- when did it all begin?

"Marnix" from the Netherlands wrote a tribute on FerrariChat.com: "It all began with a case of bad judgment. Bertrand Gachot was a Jordan F-1 driver who sprayed a London cabdriver with MACE, then he got jail time, so Eddie Jordan had to find another driver for the Belgian GP in 1991. Driver agent, Willi Weber, pitched a M. Schumacher and a test session at Silverstone is all it took. 'The Monster was released' when a surprise 8th place qualifying run by the 22 year old Schumacher demolished the times of Jordan senior teammate Andrea De Cesaris. Eau Rouge turns showed

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Next event . . . **2nd Annual Hermann Tour**
Sat September 16, 2006

This is an event carefully put together by Chuck & Sally Workman. It should be lots of fun, with great driving, shopping, and wine tasting. We had a great time last year -- everyone should join in this year.

Here's the schedule:

- 11 am Arrive in New Haven MO (see directions on page 5)
- 11 am Lunch at the Stony Hill Hall
- After lunch Drive to Hermann MO
- Enjoy shopping and wine tasting
- 3 pm Road tour of Gasconade County
- Tour ends with snacks and beverages at Chuck and Sally Workman's farm in Franklin County

Although this is a one-day (Saturday) only event, if anyone wants to arrive earlier or stay Saturday night, they should stay in Washington MO at the Super 8 Motel.

For more info contact Chuck & Sally (573) 484-3995, or email at oakfarm1@localnet.com.

Coming in October . . . **Columbus Day Parade**
Oct 8, 2006

Who wants to be in a GREAT PARADE?? The Columbus Day Parade this year will celebrate its 139th year since the first Parade was held downtown and led by the Italian-American Cavalry to the statue of Cristoforo Colombo in Tower Grove Park.

'The Hill' sponsors this Parade and the meeting place is Southwest Bank Parking lot (11:00 AM). Our Alfa group meets at the wide entrance to Tower Grove Park (Kingshighway side) at 10:30 AM and we drive in procession two

continues on page 7

Coming in October . . . **Annual St Louis AROC Ferry Drive**
Sunday October 22

This year we will be ending at our AROC private Pere Marquette (IL) Park location. Sponsored by Graham and Debbie and Phil this year..details next month as to where and WHEN we leave..sometime in the morning. Stay tuned.

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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2006 Calendar

Sep	16	Day in Herman MO (Chuck & Sally Workman)
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 Coldewe)
Dec	9	Christmas Party (Mike and Sue Houser)



Hal Flemming's Series 4 Spider at the Fall Picnic



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from sfgate.com, Friday, September 1, 2006

Alfa Romeo's American Orgasm

Will the hot Italian brand's U.S. homecoming mean more sex for you? The Alfa Brera says, Hell yes

by Mark Morford, SF Gate Columnist

I never owned an old Alfa. I know almost nothing about the renowned Italian brand's heritage or their politics or design manifesto, and hence have almost zero nostalgia for antique Alfa automobiles or Dustin Hoffman's cool little car in "The Graduate".

Truly, my modern German engineering-loving heart does not really beat for creaky old automobiles in general, and when it comes to Italian cars I still tend to refer to the great line I read somewhere: "When you buy an Italian car, you get a great engine with some other stuff thrown in for good measure." Rim shot.

Well, not anymore.

To my mind, there is but one reason for celebrating the news that Alfa Romeo will finally be returning to the U.S. auto market in 2009 after a nearly 15-year absence: the Alfa Romeo Brera. A.k.a. the sexiest coupe ever. A.k.a. an orgasm on wheels. A.k.a. another precious reason to live, to pray that the world's petroleum reserves hold out just a little longer, to blithely ignore the fact that we all really should be turning our national attention to alternative fuels and Earth-friendly transportation and that we are ruining the planet with our gluttony and our oily wars and our Bush. I know.

But sweet Jesus with a leather chamois and a tub of warm carnauba wax, have you seen this car?

I'm rather shocked to admit it, but something good finally seems to be happening to modern car design. Which is a very wonderful thing indeed, given how we've endured over 20 years (30? More?) of horrible aesthetics and tepid imagination and lumpy jelly-bean sedans and the numb Honda Accordization of America. The good news is there now appears to be a return to sensuality and subtle curviness in car design, to sleek lines and slippery ergonomics where there was once only bulbous futuristic experimentation and/or random angular dissonance and (in America, certainly) never-ending macho piggishness.

Is the Brera the sexiest production car on the road today? Very possible. But we also have the Merc CLS, the visual equivalent of having hot sex with your best friend's mom in a wine cellar. And the new Porsche Cayman has

an ass that makes J.Lo look like an amateur. The Audi TT is like a naked yoga teacher, tight and athletic and built to bend roads backward. Then there's the new BMW Z4 Coupe, looking like the mutant offspring of an angry reef shark and a Goethe love poem. Beautiful.

But the Brera, with its pinched razor headlamps and glass roof and edible rakish tail and lines like a Prada sports shoe, makes them all seem like so many VW Jettas. Well, OK, maybe not that boring. But you get the idea.

Maybe it's new sheet-metal-bending technology. Maybe it's the general mainstreaming of porn, a yummy salacious energy that's titillated all the design school geeks and exploded onto their sketch pads. Maybe it's a new generation of car designers raised on Apple iMacs and Photoshop's Trace Contour filter and the Internet's design library, all overlaid by a

quiet resurgence of divine feminine sensibility as evidenced by a swarm of sleek new ergonomic vibrators. Whatever.

Alas, all this talk of sexy design really only refers, of course, to the European brands. Here in the United States it remains a slightly different, uglier, more macho story. All we get is the low-slung, cartoonish, overcooked Corvette. Or the Dodge Caliber. Or the 2009 Camaro, all wide stances and thick necks and the finesse of an NFL linebacker on steroids. That's essentially our value system in a nutshell: We've always valued fat shoulders over tight hips, stubble over silk, grunt over grace.

Hell, there hasn't been a truly luscious, sensual American car design since ... since ... oh right, there isn't one. Maybe the Saturn Sky? Sure, a little. But sadly, there remains this decidedly American need in auto design to always show off some hint of dumb muscle, to flex our cars in front of the mirror like frat boys at the gym. Cars like the Brera can only look over at these preening boys, grin slyly, order more Chianti.

Quick backstory: Alfa Romeo, faced with a stack of complaints about quality and reliability, slumped away from the American car market in 1995 with a whimper. They have barely been missed. But then corporate parent Fiat kicked the brand into gear, reworked everything, un-



Alfa Romeo Brera

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(1/2 mile south of I-270)

Coming in September

2nd Annual Hermann Tour Saturday, September 16

Lunch at Stony Hill Hall, 11 AM, Please be on time!

Drive west on I-44, turn off at Hwy 100 through Washington, MO. Continue on Hwy 100 to New Haven, MO (about 10 miles), then through New Haven about 1 mile to County Road E. Turn left on E and go about 7 miles to the little town of Stony Hill. We'll meet the group there and have lunch at the Stony Hill Hall, which is in the center of town, but left off of County Rd. E. We have reservations there. The food at the Stony Hill is great AND cheap! Everyone should arrive there by 11 AM.

Wine Tasting/shopping in Hermann

After lunch the tour will proceed to Hermann for an hour of wine tasting and shopping. Directions will be given at the beginning of the tour in Stony Hill. Parking can be on the First Bank parking lot situated in the alley between East 1st and 2nd St. behind the bank. (Again, same as last year). Meet back at the bank parking lot no later than 3 PM for the road tour of Gasconade Co. (With a little twist).

Tour will go on all paved roads and end at the Workman's farm in Franklin County for snacks and refreshments. Bring your fishing poles and bait!

If anyone wishes to stay Friday night or over until Sunday, we suggest making reservations at the Super 8 motel in Washington where we made our headquarters during Spring Fling(636) 390-0088 or the Sleep Inn & Suites, also in Washington (636) 390-8877.

This was a popular tour last year and promises to be as good or better than last. Y'all come out to the country and have a ball.

For more information call Chuck and Sally at (573) 484-3995, or email at oakfarm1@localnet.com.



For Sale

- Dismantled '74 GTV. No engine or tranny, though there are all sorts of parts -- lights, dash pod, excellent seats, trim, windows, window mechanisms, etc. It all came from a crumpled and bent GTV that was too out-of-line to straighten and restore. I am offering the parts for sale to club members before putting them on ebay. I don't know what some of the stuff is worth so no reasonable offer will be refused. Giuseppe Pirone 314-550-5623 or 314-241-9271, gpirone@hotmail.com. New Listing!




- '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.



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Note Bene continued from page 1

Schumacher right behind Senna, Mansell, Patrese and Berger. After one race, the guy was 'the hottest property in the sport', according to F-1 journalist James Allen of ITV-F1."

"Two weeks later, Flavio Briatore of Benetton buys M. Schumacher away from Jordan. Ross Brawn was team manager and Schumacher teammate then would be Nelson Piquet, and soon showed him 'whose time was up.'

1992 brought first F-1 victory by Michael, exactly one year after his Belgian G.P debut. How many M.S. races since then? Think 250! From then on, no more years without an M.S. victory."

Frank Williams said he was "kicking himself" that he did not see M.S. potential at Spa. 1993 had the final battle between Senna and Alain Prost, with M.S. in sidelines but winning Portugal GP. Prost took his final World Champion title that year. 1994 had M.S. take a leading role (Ford V-8 vs. Renault V-10) with him leading Senna in points up until 4th race of season, Imola, which had Senna's demise. A three race ban and disqualification from Belgian GP occurred before I had DirecTV Satellite, so was down to final race of Hill at Williams vs Schumacher at Benetton where a "controversial collision" reflected the M.S. anger.

1995 is when I got to see some of these races, was attracted to the sounds of F-1 cars on TV with the male soap-opera of different drivers, cultures, scenery all reminding me of old ABC announcer "thrill of victory, agony of defeat" logo. Schuey and Benetton used V-10 (the same spec as Williams team). GP at Aida gave him the second title. Then at Hungarian race, it was announced Ferrari to take Schumacher to attempt to get a driver's title after 16 yrs of waiting. Private 1995/6 testing at Fiorano track had M.S. in white, non-sponsor uniform, giving the then Ferrari 412T2 a "beating". He allegedly said "the car wasn't as bad as he'd expected."

The 1996 season had M.S team up with flamboyant Eddie Irvine with an all-new engine. But Williams F-1 teammates Hill and Villeneuve battled it out. Hill took the World Champ that year, but Spanish GP in the rain showed M.S. to be the "Regenmeister" and was his first victory in Ferrari garb. I even recall seeing this race on TV, then months later drove my Alfa Spider in a blinding snow storm, passing Honda Accords, on the way back from Columbia, MO one night. No German blooded, Italian car combo driving skill, I just had to pee, real bad!

Season de la 1997 had me commuter watch F-1 races with internet/bilingual-Argentine-lawyer Match.com date in Dallas, TX. (Mother hated her).

Back to Schumacher, I even recall the '97 Jerez controversial "incident" with Villeneuve being punted off the road. Schumey was punished, Jacques got the 97 title. Jacques quit BMW team this year too!

1998? Mika Hakkinen (recovered from horrendous 95 crash at Adelaide G.P) of McLaren-Mercedes was M.S. nemesis in 1998. Ferrari and M.S could not get the World Champ F-1 title.

The 1999 bean counters at Ferrari were restless, as M.S. had not delivered a World Championship despite

many liras spent. McLaren and Ferrari said to be equals until Michael crashes head on into tire barriers at Silverstone opening race lap, breaking right leg in many places. Eddie Irvine and Mika Salo attempt to salvage Constructor's title, banking on the points M.S.already won. The late-in-the-year Malaysian GP was won by M.S. after leg bones (rapidly) healed! Eddie Irvine said M.S. was "not only the best first driver, he is also the perfect second driver." So Ferrari got constructor's title but no (coveted) driver's title in 1999.

The year 2000 brought Ferrari first driver's title in about 21 ys (forgot exactly). McLaren/Hakkinen combo was beaten. Both '01 and '02 showed F-car dominance with Schumacher victories.

2003 showed some "crack in the armor" with Fernando Alonso lapping Schuey at Hungary. Alonso won his first GP that day. (Alonso was youngest ever GP World Champ last year).

2004 showed Ferrari the usual M.S. supremacy.

2005 had the "no tire change rule" with Ferrari bad year (and INDY F-1 Michelin tire meltdown with only 6 cars racing) with mainly poor tires from Bridgestone but experts say the F-car chassis was also to blame. Norma and the gals are fast asleep by now with this Grand Prix/non-ALFA content (but Italian car content?) diatribe, so let me summarize:

- 15 yrs of F-1 racing, started back when manual gearboxes were the norm..(back when Fernando Alonso was 10 yrs old)..back when Ferrari drivers were Alain Prost or Jean Alesi.
- 90 GP victories..(so far)
- 5 Italian GP victory titles..(no one else has)
- More GP "laps led" than anyone else.
- More pole positions than anyone else..
- 7 World Championships so far, in the hunt for an 8th -- and it all ends at Interlagos, Brazil on Oct 22, 2006?!?!?!?

Many TV watching Sunday mornings of early 6AM awakening capped by stoic German, then happy Italian National Anthems..and celebratory hopping -Michael Schumacher -dances on the podiums..all coming to an end! Whatever became of Mr. Bertrand Gachot? He never could do much when he got back into racing, so made a fortune selling "energy drinks!"

So, WHY did M.S. quit now? The GP pundits have opinions, I agree with them for once. "Timing" is the answer.. Ferrari had to take Kimi Rakkonen (from McLaren/MBZ) now or "lose him forever" ...then there would be "no team orders" and Michael didn't wanna do that dance. (Just how much/how many amphetamines will we need to avoid a narcolepsy sleep over Kimi's post-race interviews next year?)

If M.S. stayed on another year, then Kimi would go to Renault for 1 or 2 yrs and Ferrari would lose their dominance. Sure, maybe Ferrari second driver- Felipe Massa could take over, in one or two yrs, but too much of a Luca DeMontezemolo gamble.

Sure, Michael was treacherous at times. He is the only driver to be disqualified from a championship for "un-sportsman like behavior." Previously mentioned '97 Jerez,

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premature braking in the Spa rain so a passing Coulthard smashes into him, even this year's brilliant Monaco "incident" with "parking" his car on final lap of qualifying to attempt to deny Alonso a pole position..(corrected by stewards).

Like James Allen of ITV-F1 says, "An exceptional driver, a great leader and a ferocious competitor".."the sport will be very different next year without him."

The F-1 racing VICTORY AT ALL COSTS mentality? Nigel Mansell was said to shiver when Ayrton Senna told him on the World Championship podium.."Well done, Nigel. Now you understand why I am such a bastard. It is because I never want anyone else to have the feeling that you have now."

The future? well the Annual St Louis AROC FERRY drive on SUNDAY October 22nd this year..ending at our AROC private Pere Marquette (IL) Park ..sponsored by Graham and Debbie and Phil this year..details next month as to where and WHEN we leave..sometime in the morning.

Otherwise..2007 F-1 season? 2007 season preview?

Gerhard Berger, former Ferrari driver, said way back in Sept 05..

"Raikkonen is really good..he's a killer..That's what he's like..Montoya, in my opinion, isn't"

(Montoya left F-1 to go to NASCAR a few weeks ago)

PS No NASCAR T shirts allowed on ALFA Ferry drive..otherwise, we throw YOU OVERBOARD!

Ciao,
Dr PHIL



Columbus Day Parade, continued from page 1

blocks to the Bank Lot (it's more impressive if we drive as a group there and we wowed them last year. Even the Ferrari people were impressed; take that PDean!!).

The Parade officially begins at 12 noon from the Bank Lot. Traditionally, candy is thrown from the cars to all the children lining the streets, but that is an option, you need not do that.

Our final destination is Berra Park on Macklind and Shaw Avenues (arrival time approx. 1:30 PM). A special parking space is given to us on the field. There are booths with Italian specialties, cookies, and gelato (mmmm!). We had a great time last year, driving, eating and drinking, and quite a number of people came up to us and showed a great deal of interest in our Alfas. Of course, anyone who does not want to stay after the Parade doesn't have to.

Contact me if you'd like to be in the Parade. You can email me at gradspi@earthlink.net. Those who cannot email may call 314-638-9729, by the way, this is Norma!! Glad I remembered to say that!!

Ciao Tutti!!




Alfa Returns, continued from page 3

veiled a new design direction, a reinvigorated aesthetic and dedication to quality and a whole new corporate structure. The brand came back to life in Europe, started winning awards and getting heaps of new praise and saving innocent kittens from burning buildings. Or something. Does it matter? I mean, have you seen this car?

According to Car & Driver, Alfa will kick off its U.S. return with the dazzling, ultra-lux \$200K 8C supercar. This is merely the attention-getter. The flash and the glitter. Who buys silly \$200K supercars? Arab sheiks? Jay Leno? Exactly.

Ignore the 8C. Focus on the more affordable Brera, which, along with the lovely 159 sedan, should soon follow, in both coupe and Spider iterations. Let us now celebrate the resurgence of sex and lust in automotive design. And thank Italy (and Brera designer Giorgio Giugiaro) once again for replanting its design aesthetic on our shores via something other than cute overpriced Alessi teapots and B&B Italia sofas, as it helps us forget all about the grunting thugs of the Italian World Cup soccer team. There -- I said it.

Oh, I know, it's enviro-blasphemy to worship internal-combustion cars in this day and age. Hell, I've argued this very point myself, even in the face of my unashamed love for my gem of an Audi A3. I know. But sometimes -- especially in the case of sex and design and beauty in the face of a torrent of skanky sheet metal and snot-ugly SUVs and a decidedly tepid, fear-based American agenda of sameness and uniformity -- a little juicy blasphemy is good for the soul. I mean, sweet Jesus with leather seats and a Bluetooth integration kit, have you seen this car? 



Michael and Kimi.



Annual Alfa Picnic Pics



Rich Hirsch, Dan Murphy, Dave Torretta, and Harden Ervin.



Ralph Coldewe's '59 Giulietta and Harden Ervin's '72 GTV.



Marilyn Murphy's '61 Giulia Sprint GT



The setting: in the trees, up high on a bluff overlooking the river. This is the perfect place to relax, admire and talk about cars.



Graham Davis created a special Alfa dessert of lemon mousse.



Graham Davis and Marian Hatcher cut the dessert.



From AlfaBits, AROC of Oregon

Chasing Exhaust Odors in 105 & 115 Cars

By Erik Roe

I recently put my '69 GTV back on the road. The restoration was limited, but the car was disassembled for repainting. I removed all the trim, the glass, etc. Since the trunk was to be repainted, I pulled out the fuel tank too.

Upon driving the car again, I noticed a slight smell of exhaust. I knew it was related to the windows being open, but I was only driving the car to work, so 30 minutes drive time each way was enough time to notice, but then become desensitized to the odor. Occasionally, I got a slight headache on the way home, but work has been busy lately, so I chalked the headaches to that.

Thinking the tail pipe might be the issue, I had the mufflers replaced and a downward pointing tail pipe tip installed. Alfa had released a factory bulletin in the early 1970s that this type of exhaust tip will reduce the interior exhaust odor in Spiders. This change seemed to make it better, but my wife still did not like to ride in the car. Hmm, what else? Everyone talks about the trunk seal and the seals around the taillights. While I know these seals were not perfect, I just could not believe that an exhaust odor so noticeable (to my wife anyway!) could be from such small leak paths.

My brother joined me for Tom McGirr's wonderful 2005 Fall Tour. We took the GTV. In the morning it was cool and we were running with the windows up and having a great time with the car. However, as the afternoon warmed up (and we opened the windows), we both felt a little sluggish and kinda crabby. Something was going on. At first we thought it was the cars in front of us. But with time, we figured out we were slowly poisoning ourselves. The short term solution was to roll the windows up and turn on the fresh air fan. This pressurized the interior of the GTV and within 15 minutes we were both feeling much better.

Carbon Monoxide poisoning is very serious. Exposure is cumulative. A small concentration can still significantly impact your mental activity. Your blood system will preferentially carry CO instead of oxygen! Thus many hours in a low concentration environment (where you cannot smell "anything") can leave you with slow reflexes and poor judgment. (For more information see www.cpsc.gov/cpsc-pub/pubs/466.html)

During a tour rest stop, I was talking with Stu Moss about the problem, the tail pipe tip and potential solutions. Stu mentioned that his folks bought a GTV, new from Rambo Motors in the 1970s. He was very sure that they never had any issues with exhaust smell and that the car came with a typical, rear facing exhaust tip. He suggested I check the gas tank seal.

While I had put a gasket between the tank and body flange, it was not very substantial -- only about 3/16" thick and maybe 1/4" wide. My brother had a similar GTV and he remembered the gas tank to body flange being, from the factory, heavily caulked. Removing the tank the first time was a tough task.

The problem of exhaust smell will occur in coupes and spiders (with the top up) if the various seals are bad.

What I found was that the gas tank flange seal (gasket) was not sealing well at all. I did a seal test by pouring water around the tank perimeter (onto the flange, a quick easy test) and noted the water just ran out to the ground - no seal!

When a window is open, air is drawn out of the interior, creating a slight vacuum. This vacuum pulls air from the heater, vents and the trunk!

Due to the poor tank flange seal, (small gasket) the carbon monoxide level (traveling at 60 mph) was running well over 100 ppm in the trunk and

interior with the driver's window cracked (draws trunk air into interior). I pulled the gas tank out and re-installed it with a 3/8" thick, 3/4" wide closed cell foam rubber gasket. The CO measurement dropped to 16 ppm in the trunk, but I got a "zero" reading in the interior of the car. This was a huge improvement. If I had the right type of body caulk, I would "glue" the tank in, but the thick gasket worked fine. My next step is to improve the trunk lid seal. Exhaust residue on the underside of the lid indicates the leak paths.

If you or your passenger smell exhaust while driving your Alfa (even a little) or feel slightly sick after a drive, please check the following (before the next trip!):

1. Gas tank flange seal must be water tight.
2. No leaks in the exhaust system.
3. Sealing system around gas tank filler neck is in good shape and properly installed
4. No additional, unplugged holes by the gas tank exist in the trunk floor (fuel line holes, etc)
5. Trunk lid gasket seal is OK (can check by measuring resistance felt when pulling a 2" wide piece of paper pinched between gasket and lid. Should offer some resistance if gasket is compressed)
6. Seal tail light gaskets with a suitable caulk (I like 3M glazing bedding compound for nonglue in windows seals. Comes in a tube for a caulk gun).

I used a home carbon monoxide meter to measure the CO concentration. Your nose acclimates to the odor pretty quickly, so a meter is really best. This is a great tool to help ensure the trunk is totally sealed.

As the afternoon warmed we both felt a little sluggish and crabby . . . with time, we figured out we were slowly poisoning ourselves.



Alfisti Cooks!

by Sue Houser

This summer has just flown by! It seems like Spring Fling was yesterday, but since then we've had the Alfa National Convention, the Day at the Lake with Rich and Janet and then the Picnic with the Hatchers. Now it's September! Yikes! Next comes our Day in Hermann organized by Chuck and Sally, followed by the Columbus Day Parade on the Hill headed up by Norma, then the Drive to Pere Marquette orchestrated by Dr. Phil and Graham Davis, after that is Eureka Springs, then the Planning Party with Ralph and Jane and then finally the Christmas Party at our house. Our club is certainly active.

Wow! But to get on track with what this column is about, I need to publish a recipe. Janet Hirsch brought this wonder dip to the Swap Meet at Steve and Sheri's. This is a very delicious dip that is not hard to make. Be sure to add it to your favorites.

Janet Hirsch's Spinach and Artichoke Dip

- 1 can (14 ounce) artichoke hearts, drained, finely chopped
- 1 package (10 ounce) frozen chopped spinach, thawed, drained
- 3/4 cup grated Parmesan cheese
- 3/4 cup mayonnaise
- 1/2 cup shredded mozzarella cheese
- 1/2 teaspoon garlic powder

Preheat oven to 350 degrees. Mix all ingredients until well blended. Pour into a 9-inch pie plate or shallow baking dish. Bake 20 minutes or until heated through.

Thanks, Janet, for your recipe. Hope to see everyone at all the above mentioned events.

Woofs and Meow,
Sue



from www.eastwoodco.com

Polishing Aluminum

What is recommended to polish aluminum valve covers? They are in bad shape--gray, white stained, minor pitting.

We've been in the business of polishing aluminum planes for 16 years. We've gone through a lot of trial and error and finally have it down to a science.

We start by chemically stripping the plane (a valve cover I would bead-blast), followed by wet sanding with Maroon Scotch-bright and MEK (methyl ethyl ketone). At this point we lay out our graphic design so that we don't end up polishing any areas that would later be painted.

In regard to polishing raw aluminum, we've made arbor adaptors to mount buffs to a Makita 9227C variable speed polisher (600 to 3000rpm).

To polish a valve cover in place of the Makita with 8" buffs, use a die-grinder with 3" buffs (#13039) using buff wheel arbor #13064.

(If you plan to do a lot of work on smaller items, you may want to look at Eastwood's smaller specialty buff items.)

We then start our first cut with Eastwood's coarse cut 8" spiral sewn buff #13033 with their Tripoli compound #13135 at 3000 RPM's.

Once that's completed we do the next cut with their Flannel buff #13058 and white rouge #13001 again at 3000 RPM's. We then progress to using the same Makita with a flat 7" wool bonnet with Nuvite "C" cut turned down to 1500 RPM's. The final cut is done with a Cyclo polisher using Nuvite "S" cut.

The Cyclo is outfitted with two 4" wool bonnets with inside-out sweatshirt material stretched over the two wool bonnets.

At this point all that is left is to seal the highly polished aluminum with our own brand of Polymer based sealant and Microfiber cloths.

Then we need to mask the aluminum and shoot the paint. It is a long labor intensive project that typically takes us from 4 to 6 weeks to complete. I have to admit that it's pretty cool. We take an average airplane and turn it into a real head-turning show winner.



Left: Sean, Sue's Collie, greets his girl friend, Gigi, a Portuguese Water Dog, at the pool.

November 3-5, 2006

Strada Fantasma, the Alfa Romeo Club of Kansas City, presents

Eureka! You are what you drive...

So drive yourself down to Eureka Springs for another Fall Fling weekend of Alfa overload. And be thinking about a come-as-you-are banquet, dressed in the era of your Alfa. (Bruce and Phyllis promise NOT to come as Captain and Tennille.)

Where: Eureka Springs, AR and environs

What: Rally tour. Autocross. Concours. Eating. Drinking. Hood popping.

Headquarters: Inn of the Ozarks
207 West Van Buren
479-253-9768
www.innoftheozarks.com

Make your reservation ASAP. Tell them you're with the Alfa club. Standard rooms are \$86, but you can pay more if you want something special like a Jacuzzi or a suite. Just ask.

Questions? Call Hattie. 913-972-1972.

Schedule (more or less)

Friday

Registration & happy hour
3:00 p.m. - 6:00 p.m. (ish)
Informal groups will scatter for dinner and return for drinks and tales.

Saturday

Rally. Mid morning. (Note: this is a change from the past several years.)
Banquet. 6:30 p.m. (ish) Start with drinks.

Sunday

Autocross. 9:00 a.m. (ish)
Concours. 10:30 a.m. (ish)
Awards Brunch. noon (ish)

Fall Fling - Registration 2006

Name..... Car registration (\$30 per car).....\$ _____

Address..... Banquet Dinner (\$25 per person) .. \$ _____

Phone..... Awards Brunch (\$14 per person)....\$ _____

Email Total amount enclosed.....\$ _____

Car description(s)

Make check payable to : Strada Fantasma

Approximate arrival time.....

Send registration and check to:
Hattie Cunningham
5011 W. 51st Street
Roeland Park, KS 66205

Events you plan to enter

- Rally
- Autocross
- Concours
- Saturday banquet
- Sunday brunch

Make room reservations as soon as possible. We have a block of 25 rooms held. Any not reserved by Oct. 3 will be released.



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

- Sep 16 Day in Hermann MO
- Oct 8 Columbus Day Drive
- Oct 22 Ferry Drive to Pere Marquette

September 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