

ALFANATIC

2015 FALL COLOR TOUR

Saturday, October 17

Enjoy a relaxing and colorful Saturday drive through the beautiful Southern Kettle Moraine. This is a low key event. It is not a rally. You can even bring a GPS if you wish. Sufficient time is provided to stop for photos, stretch your legs, check out the villages of North Lake, Delafield, Eagle, or whatever catches your attention along the way. We'll conclude with lunch at the Delafield Brewhaus.

Departures starting at 10:00 AM from Holy Hill Church, Lower Parking Lot: www.holyhill.com

Holy Hill is located at 1525 Carmel Road, Hubertus. Enter off of Hwy 167 (Holy Hill Road) between County Highway CC (Augustine Rd.) and County Highway K. Arrive early if you'd like to tour the Church and grounds on your own or come early just to engage in conversation before the start of the tour. Car departures will be spaced 3 to 5 minutes apart. Directions/map will be provided.

12:30 PM Lunch at the Delafield Brewhaus www.delafield-brewhaus.com Delafield Brewhaus is located at 3832 Hillside Drive, Delafield, WI ph 262-646-7821. We'll share the highlights of the day and continue Alfa-talk over lunch.

Please let Gary Schommer know if you are able to join in the fun. alfaman@wi.rr.com or 262-252-3750 This will help in planning how many maps/direction sets to prepare and how many might be expected for lunch. I will call the restaurant with the final number when the last car leaves from the starting point.

Running late, last minute decision to participate, or got lost?

Contact Gary Schommer @ cell phone 414-418-0879

After lunch, there are several area attractions you may wish to do on your own. These include but are not limited to:

Lapham Peak State Park: <http://www.visitwaukeshacounty.com/recreation/attraction-details.php?ID=1218> Climb the tower to get a great view of the colorful landscape.

Ten Chimneys: <http://www.travelwisconsin.com/history-heritage/ten-chimneys-194305> Reservations recommended.

Old World Wisconsin: <http://oldworldwisconsin.wisconsinhistory.org/> They offer a Halloween Dinner Theater: Nightfall with Edgar Allan Poe at 5:30 pm and 8 pm <http://www.wisconsinhistory.org/calendar/event/3981/halloween-dinner-theater-nightfall-with-edgar-allan-poe>

Revisit in more detail one of the communities we passed through.

In This Issue

- Color tour
- Alfa Museum Visit
- Events Calendar
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- Want Ads



Tom & Wendy’s Visit to Museo Storico Alfa Romeo

By Tom Tefelske

In early June, I received an e-mail asking if I would accept a 2-day job in a city north of Milano, Italy. After thinking about it for about 10 seconds, I asked Wendy if she would accompany me to Italy. Needless to say, the answer was, “You married me didn’t you?” which I took as a Yes. A few days later, I was accepted by the company to perform an assessment of their testing laboratory. The first thing I thought of was the Alfa Romeo Museum. A quick check on the internet indicated that it would be opening prior to our arrival in early September. I really looked forward to seeing the new incarnation of the museum.

I had reserved an “Alfa Romeo Giulietta or similar” rental car through Enterprise. When I arrived (wearing my AROC member golf shirt), the man behind the counter indicated that they did not have any Alfas. I believed him since he expressed that he drove an Alfa and made a major effort to put me in one. So our Alfa ended up looking and driving very similar to an Audi A3 diesel with automatic—a nice car, but not the Alfa I had hoped for. As expected, we did see many Alfas on the roads of northern Italy, including new Giuliettas and several 4Cs, also “older” 147s, 156s, and Breras that we never received in the U.S.

We arrived in Milano on the morning of September 1. Since this was a Tuesday and the museum was closed, our visit would have to wait until my work was done. Instead, we booked a Segway tour that included the

main sites of Milano, including many churches. It was during this tour that we had our first contact with the serpent devouring the Muslim (or baby) symbol on the walls of the Castello Sforzesco, which dates to the 15th century.



*An over 500 year old “Alfa” symbol on the walls of the Castello Sforzesco in central Milano
Photo: Tom Tefelske.*

2015-16 Local, Regional, and International Events Calendar

Anything missing? Send dates for events we’ve missed and we’ll include them in the next calendar. email: rabhalter@att.net

October 12	Columbus Day Parade, State Street, Chicago. See notice in this issue.
October 17	AROC-WI Color Tour, Holy Hill , See notice this issue.
October 18	Sports car Group Fall Color Drive, choonlu29@gmail.com
October 25	Sports Car Group drive to Blackhawk Farms, choonlu29@gmail.com
May 7, 2016 (T)	AROC-WI New Glarus Hillclimb New Glarus, WI
June 3-5, 2016	Concours d’Elegance of Chicago , Northerly Island, Chicago, IL
June 16-19, 2016	AROC National Convention , Nashville, TN
August 7, 2016 (T)	AROC-WI Italian Car and Motorcycle Show
August 27-28, 2016	The Milwaukee Masterpiece and Saturday Club Day, Veterans Park, Milwaukee

My work extended from September 2 to 4 in a small town called Feduggeo, which was about 45 to 60 minutes from our hotel in central Milano, depending upon traffic. While I was working, Wendy was exploring the sites in the area, including the Galleria, which is probably the first enclosed shopping mall in the world, having been built in the 1800s. Although the mall included stores for every well-known Italian fashion designer and many lesser-known European designers, she was very controlled and the credit card stayed in her wallet for the most part. She also took a “hop on-hop off” bus tour of the city.



The interior of the Galleria Photo: R. Abhalter

On Friday, after I had finished my work, we drove to Como, which is at the base of the southwestern arm of “Lago di Como.” The lake is shaped like an upside down “Y,” with Como at the base of the left, or western, arm. Since we were there during the Italian GP at Monza—about an hour’s drive away—the hotel was full of F1 fans, most of them British, although there were some Americans. Since I didn’t care to enhance Bernie’s coffers, they were a great informational source as to what happened at the track. Our drive to Como took us along “typical Italian” roads in the Alpine foothills (read narrow and twisty). I enjoyed it while Wendy was somewhat less enthusiastic. Our top speed on this stretch was probably 30 to 40 mph!

On Saturday, we set out for “Museo Storico Alfa Romeo.” Although I had purchased a map of Europe for our GPS, I had not upgraded it to the latest version prior to leaving. Therefore, although the GPS got us in the general vicinity, it could not find the exact location. Fortunately, there were signs that we eventually found which led us to the museum. Once inside, we were still not in the clear, as it was not evident to us where or how to enter using our tickets. Fortunately, the lady at the ticket counter got us on the right track.

By the way, we would have found it impossible to travel in Italy without a GPS. In the cities, the street names are on plaques attached to one of the buildings at the corner. Even if you locate them, they are generally too far away to read. On the highway, the road directions are identified by a city along the route, rather than a direction. Without a good working knowledge of Italian geography, this is not of much use unless you are going to Milano or a similar larger city.

As you probably read by now, the new museum is divided into three floors. The first floor (actually the top floor of the museum) is identified as “Timeline.” This area contains 19 cars that trace the history of Alfa Romeo from the A.L.F.A. 24 HP of 1910 (the first Alfa) to the 8C Competizione (the only one I have seen in person and it’s beautiful). This section also includes a 2600 Sprint that is a clone of the one that Bill Hall owned. Other cars include several variations of the pre- and post-war 6Cs and 8Cs, a Montreal—which I remember first seeing at Expo 67 in Montreal and probably got me hooked on Alfas—and a 164.



Didn’t know that Bill Hall sold his 2600 GT to the Museum! Photo: T. Tefelske.

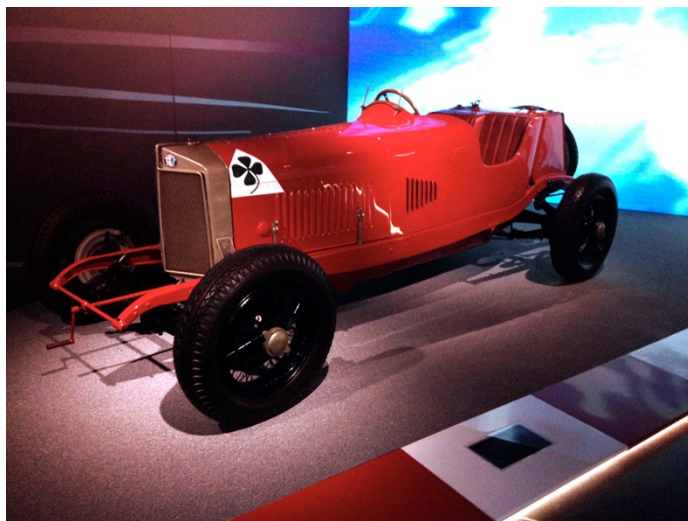
The second (middle) floor is identified as “Bellezza” or Beauty. This area includes a section devoted to early “concept” cars, including a re-creation (the original no longer exists) of the 1913 A.L.F.A. 40/60 HP Aerodinamica, which looks like something that Jules Verne would have created. It also includes examples of concept cars produced in the late ‘60s to the ‘90s from each of the major design studios that were associated with Alfa Romeo, including Castagna, Touring, Bertone, Italdesign, Zagato, Pinninfarina, and the in-house design studio Centro Stile Alfa Romeo. It also includes examples of specially bodied prewar 8Cs and 6Cs. Another area explores “Alfas in Film,” which

includes the prototype Giulietta Spider and, of course, a 1966 Duetto from “The Graduate.” This leads into an area devoted to the “Italian Sweethearts,” the Giulietta and Giulia. Examples of the Giulietta include a Sprint, TI, Sprint Speciale, and SZ. Examples of the Giulia include a TI Super, TZ, Sprint GT, GTA, and Zagato Junior Z.



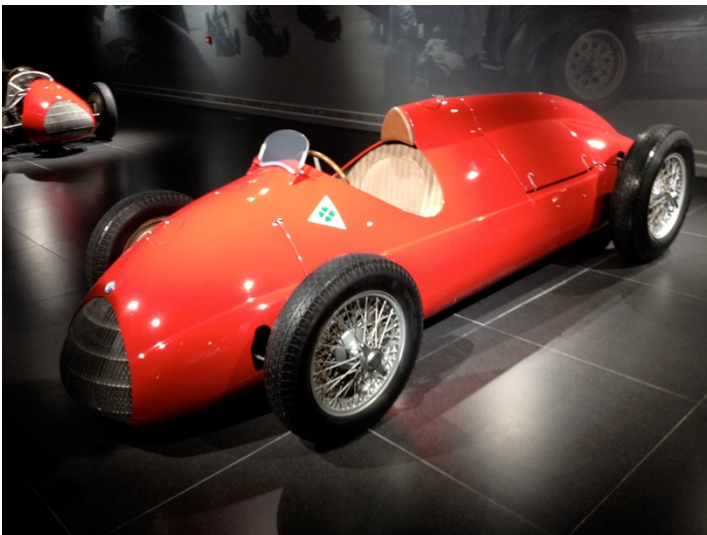
The 1913 A.L.F.A. 40/60 HP Aerodinamica, which looks like something that Jules Verne would have created. Photo: T. Tefelske

The last (bottom) floor is identified as “Velocita” or Speed. This floor documents Alfa Romeo racing, from a 1923 RL Targa Florio—the first car to sport the Quadrifoglio—to the 1993 155 V6 TI that dominated the German DTM series that year. I found this the most interesting area because of my enjoyment of any type of racing. Included were several Targa Florio, Le Mans, and Grand Prix race winners from the ‘20s and ‘30s. I was most fascinated by the 1931



The 1923 RL Targa Florio was the first racing Alfa to sport the Quadrifoglio symbol.

Gran Primo Tipo A, which had two 6C 1750 supercharged engines, transmissions, and differentials. One set drove the left wheel and one drove the right. Another was the 1935 Bimotore, which also had two engines. One was in front of the driver and the second was behind. This car set records for the flying kilometer and flying mile, averaging over 323 kph (about 200 mph)! Also included in this area is the 1940 GP Tipo 512, which is a rear engine car similar



The 1940 GP Tipo 512 is a rear engine car similar to the Auto Union, but with a supercharged 1.5l engine intended for competition in the Voiturette class. Photo: T. Tefelske

to the Auto Union cars, but with a smaller supercharged 1.5L engine intended to compete in another class. The Alfetta 158 and 159 that won the first two F1 world championships with Nino Farina and Fangio driving are also represented. More modern race cars include the Tipo 33 series that raced in the 1968 to 1977 Sports Car Championships. Also included in this area is a Tipo 33 Stradale, which was a street car variation, of which only 18 were built. Other closed wheel cars include several examples of GTA, a TZ2, and the 156 DTM car. Open-wheel cars include a 1977 Brabham-Alfa BT-45B and a 1981 Alfa Tipo 179F. This floor also contains short biographies of many of the drivers that drove Alfas over the years, and in particular the pre- and post-war years. A theater shows short clips of various Alfa race wins.

Once you leave this floor, there are small theater pods that allow you to experience an interesting 3D virtual reality drive of a 4C on the Alfa test track, and a “4-D” theater showing a computer-generated movie of Alfas racing each other, where the seats move, fans provide a wind effect, and water jets provide a splash effect, etc.

The museum also contains both Jeep and Alfa showrooms. Unfortunately, we were there on the Italian GP weekend, and the new Giulia they have was at the track. In talking to the sales reps, this car is about the size of a 3 series BMW and the Quadrifoglio version that we should see in 2017 (The new USA Alfas always seem to be just 2 years away ever since they left in 1995!) has a turbocharged Ferrari-derived V6 that produces over 500 Hp. I didn't check out the Jeep showroom, as I can do that in the US.

The gift shop area is small and pricey. We did purchase a book on the museum and its cars and some key chains, but not much else. There is also a café, where we had a beer.

Overall, the new museum is well worth the visit if you ever make it to Milano. You'll see many cars that you would never otherwise see. Right now, the crowds are small (even on the Saturday afternoon that we visited), but everyone there is an Alfisti. We met two couples from Brazil that showed photos of their cars and we shared stories of our cars despite the language difference. 🍀

An AROC-Wisconsin Italian Invasion?

By Bob Abhalter

In a remarkable coincidence, Chrystal and I were in northern Italy the same time as the Tefelskes. Although our paths never crossed, we visited some of the same places only days apart. Tom and Wendy's visit to the Alfa museum was only two days ahead of our Monday visit. Tom has written a fine piece about his travels and museum visit. There is nothing much I can add and I agree that it's worth a visit.

While Tom's visit included business, ours was all pleasure. While I attended the Italian Grand Prix, Chrystal shopped many of the same streets Wendy traveled. We also visited the Expo 2015 grounds after our museum visit. On Tuesday we left Milan for Modena for a few days, retracing some of the same steps Bill Hall wrote about a few years back. In addition to the two Ferrari museums in Modena and Maranello and the Panini collection of Maseratis, we learned about Parmesan cheese and Balsamic vinegar production and toured Pavarotti's house. Our travels continued to Venice and finished with a cruise in the Adriatic. All-in-all it was a great trip.

The one advantage we had by visiting the museum on Monday, after the Grand Prix, was that a sparkling white Alfa Giulia had been placed in the showroom for us to drool over. To paraphrase a popular line

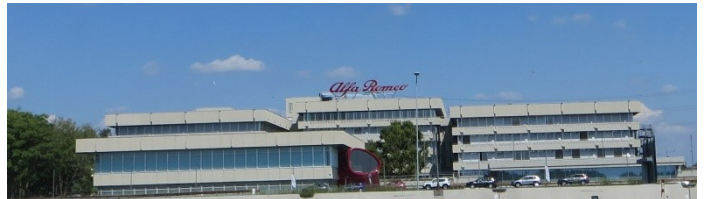
from *Seinfeld*, I've seen it, it's real, and it's spectacular. I can't wait to try one out. 🍀



Your next car? Chrystal and the new Giulia in Arese.

Getting to the Museum Can be Tricky

By Bob Abhalter



The museum complex from the A8

Tom was fortunate to have a car at his disposal, even with his GPS problems. We were restricted to public transportation and found getting to the museum was somewhat of a challenge. During our trip prep at home I purchased our admissions on line and researched getting there, presumably by rail and taxi. While the museum site in Arese sits right on the A8 and is readily accessible by car, it isn't directly served by any public transportation.

Our inquiry at the hotel desk resulted in much headscratching and several Google searches. Finally the concierge produced a system map of Milan's extensive regional train system and a plan was hatched. We would take the Trenord regional train to Garbagnate Milanese, the station closest to the museum. Once there it would be a short taxi ride to the museum. The only problem with our plan was that the station is located in a sleepy urban village and has no regular cab stand. An inquiry at the station's café produced the phone number for the local cab service and we were on our way to the museum some 20 minutes later and 20 euro poorer. Our return to Milan



Museum entry from the parking lot

Giulia Test Cars Seen on the Streets of Las Vegas

Sportwagon firmed as part of line, to be revealed at Geneva in the spring



According to Carscoops.com, in a September 2 posting, an Alfa Giulia has been spotted on the street in Las Vegas. Still dressed in the camouflage used for its track testing at the Nurburgring, (7 minutes, 43

reversed the process. The museum called a cab for us and we took it to the Rho-Fiera Metro station, adjacent to the vast Milano Expo grounds. As it turns out, that would have been the better route to the museum as well—it had an active Taxi rank and the cab fare was only 4 euro more than our outgoing trip.

I was happy to see the museum revived. While I never had the opportunity to visit the “old” museum, I understood it to be a significant historical repository of Alfa Romeo’s efforts. However, a lack of visitors diminished its value to the company as a selling and educational tool. The new museum tells a better story. And while not every car Alfa produced is represented, the cars selected clarify the lineage of the marque. One indicator of the renewed interest in the brand and the museum is the reported 20,000 visitors welcomed in the first two months since its reopening. This number equals the number of museum visitors for the entire 12 months of 2006. So, if you’re going to be in northern Italy any time soon, save a day for the museum, You won't be disappointed. 🍀

seconds!) the Giulia QV is in the U.S. for testing prior to finalizing any changes required for the U.S. market. The photo, taken by a *Carscoops* reader, while fuzzy, is clear enough to distinguish the elements of the highest performance, 500-plus hp version of the Giulia, so far the only version seen in public.

In other Giulia news, ClubAlfa.it reports that the entire Giulia line will be presented at next Spring’s Geneva Motor Show. Included in the line will be a sportwagon version, as well as an SUV. For a while it was thought that the wagon version had been cancelled, but management finally decided to go ahead with it.

U.S. dealers have already seen both the Alfa SUV and the new Fiat 124, both behind closed doors at their August meeting in Las Vegas.

It has also been reported by *Automotive News* that the Giorgio platform used for the Giulia will also be used for new versions of the Dodge Charger and a revived Dodge-labeled Barracuda convertible sometime in the next two years.

Stay tuned... 🍀

Want to Drive Your Alfa in Chicago's Columbus Day Parade, Oct. 12?

Giovanni D'Avola would like to extend an invitation for the Columbus Day Parade to anyone that would like to attend. Anyone interested can contact me at Autosprint directly and I can either e-mail or fax them the forms.

The parade will be Monday, October 12. The parade this year is on State Street and we usually caravan from Autosprint, or you can just meet downtown for the parade if you choose. The parade is from 12:30 'til 2:30. Needless to say, we need to be down there probably by 11:00ish.

Giovanni D'Avola
///AUTOSPRINT LTD.
5259 W. Addison
Chicago Ill.
Phone: 773.685.0930
fax: 773.685.5624

Five Alfa "Secrets" from Hagerty

But you knew them already, didn't you?

Alfa Romeo is squarely back in the U.S. after a 20-year absence and FCA CEO Sergio Marchionne says they're here to stay this time, so it seems appropriate to review a few little-known facts about Alfa Romeo:



Arguably Alfa's most significant U.S. movie appearance

1. **Alfa Romeo is among the most frequently misspelled and mispronounced automotive brands for sale in America:**

A simple Craigslist search will yield countless spellings of "Alpha" Romeo ("ALFA" is actually an Italian acronym.

The name has nothing to do with the first letter of the Greek alphabet). And don't get us started on the number of times in the course of a single car show one hears "Romeo" pronounced "Romero" (as in Cesar Romero) or "Romeo" as in "and Juliet."

2. **Alfa Romeo has always had an on-off relationship with America:** Alfa first started selling cars in the U.S. in the 1950s. (*More accurately, Max Hoffman first brought Alfa to the U.S. in the '50s. Alfa didn't start importing on their own until 1961. Max is credited with making Alfa produce the Giulietta Spider, primarily for the U.S. Market. ed.*) They became the immediate darlings of the likes of *Road & Track* and *Sports Car Graphic*. But the emission-control years were hard for a small Italian company and they actually sold no cars in the U.S. for model years 1968 and 1970. They disappeared altogether after 1995 only to return with the 8C Competizione supercar in 2007, and then they disappeared again until

last year when they reappeared with the 4C sports car and the promise of a new Audi-fighting Giulia sedan in late 2016.

3. **The film “The Graduate” incorporated real Alfa Romeo quirks:** Dustin Hoffman’s character Benjamin Braddock famously drove a red 1967 Alfa Romeo Duetto Spider in the 1967 movie classic. Unknown to most people, the car’s actual (and very distinctive) exhaust note was used in the final cut. In most cases, exhaust sounds are dubbed with a generic sound in post-production. The actual non-working fuel gauge also became a plot device.
4. **Alfa sold the same model for almost 20 years:** The iconic Alfa Romeo Spider was introduced in 1966 as the “Duetto” and Alfa managed to sell the same basic car (albeit in four modestly changed series) until 1994 in the U.S. Although the car went from 1.6 liters to 2.0 liters, it was the same basic Alfa twin-cam four and suspension, and the 1994 Series IV cars were instantly recognizable as part of the same line as the 1966 Duetto. It broke the 16-year record of the MGB.
5. **The Alfa Romeo logo is one of few automotive logos to incorporate a religious symbol:** The Alfa logo incorporates a cross and a man-eating serpent (*actually, the man is coming from the serpent’s mouth, not being eaten. ed.*) that is part of the symbol of the city of Milan, Alfa’s hometown. In any event, countless brand junkies and journalists have likened driving an Alfa to a religious experience, so it seems appropriate.

<https://www.hagerty.com/articles-videos/Articles/2015/09/11/Secrets-of-Alfa-Romeo>



A modern rendition of the classic Milanese crest Photo: R. Abhalter

Auction Report:

Bargains Abound at Auctions America

The Auctions America Labor Day Weekend sale September 3-5, at Auburn, Indiana, produced some good results for Spiders and GTVs and some outright bargains for sedan lovers. A **1974 GTV** in white with black upholstery went for a healthy \$39,600 on Saturday, the last day of the sale. Said to be from the Suburban Collection, a Detroit car dealer, it looked to be in very good condition, with a 1-year-old repaint, Pirellis on Cromodora Daytona wheels, and a Nardi steering wheel. Simpson racing harnesses were fitted front and rear, although it’s hard to imagine the rear ones getting much use.



Photo Credit: MotorCar Studios © 2015 Auctions America

Another Saturday sale was a **1969 Spider** in red with black upholstery, which sold for a strong \$31,900. The Spider looked clean and showed 58,943 miles. It had been subjected to a carb conversion, wore an aftermarket steering wheel and been reupholstered in the wrong pattern in good-looking black leather. The vehicle description was amusing, recounting the story of the contest that named the Duetto, but attributing it to the Spider name instead.



Photo Credit: MotorCar Studios © 2015 Auctions America

A **1992 Spider Veloce** was a no-sale on Friday at \$20,000. The Green / Tan combination, two-owner history, and quoted 28,635 miles made for a very sellable combination. It looked clean throughout, but it's still hard to understand why the high bid wasn't enough. The reserve was well ahead of the market.



Now for the bargains, or at least apparent bargains, of the sale: Selling on Thursday was a green **1971 Giulia Super**, in #4 condition, for \$2,200. Although it was a little tatty, it had that well used look to it and appeared to have “good bones”—a restoration candidate, for sure. While there wasn't much to go by in the auction description, the pictures show a substantially complete car, right down to the fragile front grill. The California license plates suggest a car without too much rust and a 1750 engine has replaced the

original, a popular “upgrade.” The interior and dash will require some serious attention, but on balance, I think the buyer got a good starting point for reasonable money.



Photo Credit: Courtesy of Auctions America

Another Thursday bargain sale was listed as a “**1984**” **Alfetta GT**. It sold for \$880, practically pocket change. This car, with bondo showing on the rusted fender well, screamed project with a capital “P.” Of course, the model year was off by about nine years as there were no U.S.-delivered 1984 Alfettas. The engine bay showed a Weber conversion, but no signs of rust in the front supports, a good thing, and the interior shots don't look too bad. If the odometer was accurate, the car covered less than 72,000 miles. So, good buy or not? Probably not. If you really want an Alfetta, there are complete cars out there for not much money and putting this one back in top shape will probably put the buyer under water because the market values aren't there. Besides, everyone wants a GTV6.



Photo Credit: Courtesy of Auctions America

Delving further into fright pig territory, a 1970 **Berlina** sold for only \$605. It was hard to imagine just what this car was doing at this auction, or any auction: rust everywhere and a BMW 3 series grille grafted on the front. Do not pass “Go,” do not collect \$200. My guess is that the buyer has a nice Berlina at home and wanted a parts car. The dash looks uncracked, so that must be worth something, and sound 1750 engines are still in demand. This is an example of a car worth more as parts than as a driver.



Photo Credit: Courtesy of Auctions America

Finally, a red 1991 **164 164L** went on the block Saturday and sold for \$1,210, which might have been a bargain. But you had to be there to judge this one, as the sole picture offered did the car no justice, looking like it was taken in the local impound lot without even having the morning dew wiped off. There are plenty of well-loved 164s still out there. This wasn't one of them. Hopefully it was sold to an enthusiast who will love it back to life. True 164-lovers aren't satisfied with just one. They are cheap and engaging transportation. 🍀



Photo Credit: Courtesy of Auctions America

1971 Montreal “Barn Find” Sells for \$51,000 at Barons Sale

A 1971 Montreal with plenty of surface rust sold for the equivalent of \$51,000 at a Barons auction at Sandown Park, U.K., September 15. The silver, 38,000 mile car is said to have had two owners and be mechanically sound. Some years ago it was stored away and the result is this challenging restoration project. This car was the high sale of the day. 🍀



Barn find Montreal Photo: Barrons

RZs and SZs Ready to Head for the U.S.?

These Zagato-styled semi-exotics are starting to reach 25 years old, thus becoming eligible for legal importation to the U.S. Recently a 1990 SZ was offered by a New York seller for \$110,000 and RM/Sotheby's had one in its September 7, London sale. It sold for \$102,000. A 1993 RZ, the convertible version, sold for \$77,000 at the same sale. Some examples of these cars have been in Canada for a while as their importation rules allow cars 15 years or older. Love them or hate them, they are striking in appearance. 🍀



1990 SZ, photo: RM/Sotheby's

National Convention to Nashville

The Tennessee Chapter will host next year's national AROC convention June 13-19, 2016 in Nashville. The organizers promise that the chapter won't implode and disappear immediately following the convention as happened in 2001, the last time they hosted the event.

In 2017 the plan is to go international again with a joint convention in Montreal. Certainly by then we'll all be driving new Alfas, right? 🍀

New National Web Site To Go Live

Dave Hammond reports in the September Detroit AROC *Giornale*:

A completely revamped AROC website is scheduled to open October 6. The opening date kept falling back, but after extensive testing and a complete rewrite and redesign over the past ten months, it should be ready to go. Check the new look and functions at www.aroc-usa.org. I have not seen the design since its wire-frame stages, but hopefully it will be up and running by the time you read this. 🍀



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Classifieds

Alfanatic will post brief non-commercial classifieds for members and friends at no charge. Email the [editors](#) to make a submission.

For Sale

1987 Alfa Romeo Spider Quadrifoglio

Luxury trim package. Silver on gray leather including



factory hard top, custom wooden MOMO steering wheel & gear shift, new tires, nose bra, bikini cover & full cover. Garaged, no winters, rust free original. Fun ride. Pulls strongly & idles smoothly. 37,240 miles \$15,000 O.B.O. Rockford, IL dek_cmk@yahoo.com

1985 Corvette

Red/Red, 4+3, removable hard top. 51k miles and stored inside since new. All original. Body and interior in great shape. This car is move-in ready and is a nice ride. Blue Book value \$12,000.

Contact: Jim, 262-642-5068 or jzyla@wi.rr.com

Engine - Make offer

1987 2.5l from a rusted out Milano. Approximately 90k. Make Offer.

Steve Wirtz, West Bend, WI
262.306.8238 Home swirtz@charter.net

Parts - Make offer

Several Milano parts—Engine parts, oil pans, valve covers, heads, small interior parts, hood, and sunroof. Don't have a Milano so I don't need the parts.

1974 Spider Hood, Cowl, Doors, Transmission and

interior parts. New Left rear quarter panel and lower nose pan.

Steve Wirtz, West Bend, WI
262.306.8238 Home swirtz@charter.net

Spider Parts

Member Paul Ristow is closing out his stash of parts from '75-'79 Spiders, including bumpers, trim, aftermarket and NOS replacement parts. Following is a partial list:

- * Clutch Hose, Crank and Trans. Seals
- * Throttle cable and throttle rod ends
- * Distributor shield
- * Fuel pump
- * Trim parts for heater control
- * Trunk release lever with key
- * Aftermarket chromed pedals with logos
- * Hood rubbers



Contact Paul at
414.807.3675 or
pristow44@yahoo.com

1965 Giulia Sprint

For parts -- body is very bad, 1600 engine is apart, transmission & differential are available, other parts as well.

1967 Fiat Dino 206 -- car is in running condition.

Books (Alfa, Ferrari, etc)

Contact: Graziano Rossetto @ 414-351-2155

GT
motorsports

Al Pinkowsky

520 Capitol Drive • Pewaukee, WI 53072
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CONTACTS

PRESIDENT / MEMBERSHIP

Gary Schommer (alfaman@wi.rr.com)
W141N6672 Memory Rd, Menomonee Falls, WI
53051-5119
262.252.3750

TREASURER

Randy Swanson (RSwanson4@wi.rr.com)
N66 W6684 Cleveland, Cedarburg, WI 53012
262.377.7144, 781.5568 (w)

V.P., EVENT COORDINATOR

Bob Ludwigson (rludwigson@aol.com)
N88W22526 N. Lisbon Rd, Sussex WI 53089
262-255-1676

EDITORS

Bob and Chrystal Abhalter
(rabhalter@att.net)
5406 2nd Ave, Unit 2B
Kenosha, WI 53140
262-577-5212

WEBMASTER

Steve Wirtz (swirtz@charter.net)
1947 Wallace Lake Rd
West Bend WI 53090
(262) 306-8238
www.aroc-wisconsin.org

TECH. ADVISOR

Al Pinkowsky (apinkowsky@wi.rr.com)
520 Capitol Dr.
Pewaukee, WI 53072
262.695.4238 414.774.8938

SUBMISSIONS

Do you have a story you'd like to share? Have a restoration in progress or finished? Taken a memorable road trip or have a funny car story? Pictures, lessons learned, maintenance tips? Whatever. The *Alfanatic* is always looking for material to publish. Email your submissions to the editor at rabhalter@att.net and share with your fellow Alfisti.

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