

ALFANATIC

Save the Date!

Saturday, March 19

**AROC - Wisconsin Annual Meeting
and Banquet
at
The Fox and Hounds,
Hubertus, Wisconsin**


Watch for details next month

New Regional Alfa Driving Event

Iowa Alfisti John Swanson, doing business as Over the Top Tours, is planning the “Alfa-Iowa Invasion” to be held September 25-27, 2016, in Cedar Rapids, Iowa. John, who plans and operates vintage vehicle tours around the Midwest, and who helped organize two recent Alfa National Convention Pre-Tours, feels it’s time for Alfa owners from the area to get together for a regional event. He hopes to draw from the Wisconsin, Minneapolis, Chicago, St. Louis, and Kansas City membership for his Sunday through Tuesday event. Driving tours and social events are planned. We’ll have more details as they develop, or follow the event yourself at Over-the-Top-Tours.com



New Glarus Climb Set for May 7

The date for the twenty-eighth running of “das Kurze Klausenrennen”, aka New Glarus Hill Climb, has been set by the organizing committee. The event will run on Saturday, May 7. There was some discussion about the date this year due to the way the calendar falls. Traditionally the event has been run on the first Saturday in May, however some were concerned that this year the first Saturday coincides with Mothers’ Day weekend. In the end it was decided that we should stick to the traditional schedule and that those with plans for Sunday would be able to adjust their schedules, as always. AROC-WI members and past attendees should expect their invitations to come in the mail the first week of March. 



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PRESIDENT’S COLUMN

I don’t know about you, but for me 2015 sure went by fast. 2015 saw the return of Alfa via the 4C and the promise of more models to come. We had some great events that were blessed with great weather. On the other hand, the heavy rain at our annual summer dining event was certainly memorable. As you know, we lost two founding chapter members in ’15—Tom Caulfield and George Meikrantz. Over the years they contributed so much to the character and spirit of the club. They are missed, but the memories of them and the traditions they established live on.

We have a great 2016 planned with more events to be added to the calendar as things develop. For the latest, don’t forget to review the event calendar as each new *Alfanatic* is published. If anyone would like to host an event or has an idea for an event let us know. We’d love to help you make it happen. Our annual primo events continue and the dates for these have been set. Please save the dates for:

Annual Banquet & Business Meeting – Saturday March 19 @ the Fox & Hounds, Hubertus

28th Annual New Glarus Hill Climb – Saturday May 7

19th Annual Italian Car & Motorcycle Show – Sunday August 14 @ Reina International Auto, Brookfield

I’m looking forward to the introduction of yet another new Alfa this year—the Giulia. In the meantime, with winter in force and my Alfa in storage, I usually get my needed fix by re-exploring my personal library and if something catches my eye, acquiring and reading yet another Alfa book. Perhaps you do the same. If so, I encourage you to share your read in a book report. Working on a winter repair of your Alfa? Perhaps you could document this in a technical article. Passing on such information is helpful to our members and is a primary reason why we are club members. Sharing your knowledge and passion is not only fun; it is essential to the vitality of our club.

Ciao, Gary Schommer

2016 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

January 11-24	North American International Auto Show, Cobo Center, Detroit, MI
January 23-31	Phoenix Area Collector Car Auctions
February 3-7	Salon Retromobile, Paris Expo, Paris France
February 13-21	Chicago Auto Show, McCormick Place, Chicago
February 20-28	Milwaukee Auto Show, Wisconsin Center, Milwaukee
March 3-13	Geneva International Motor Show, Geneva, Switzerland
March 19	AROC-WI Annual Banquet & Business Meeting , Fox and Hounds
March 11-13	Amelia Island Concours d’Elegance, Amelia Island, Florida
May 7	AROC-WI New Glarus Hillclimb New Glarus, WI
May 13, 2016	Spring Vintage Weekend, Road America
June 3-5, 2016	Concours d’Elegance of Chicago , Northerly Island, Chicago, IL
June 15-19	SVRA Brickyard Vintage Racing International, Indianapolis, IN
June 16-19	Weather Tech Chicago Region June Sprints, Road America
June 16-19	AROC National Convention , Nashville, TN
June 18-19	The 24 Hours of LeMans
June 23-26	Verizon Indy Car Series/ Pirelli World Challenge, Road America
July 14-17	Weather Tech International Challenge with Brian Redman presented by Hawk, Road America
August 4-7	Continental Tire Road Race Showcase. Road America
August 14	AROC-WI Italian Car and Motorcycle Show
August 21	Pebble Beach Concours d’Elegance
August 25-27	NASCAR Xfinity Series, Road America
August 27-28	The Milwaukee Concours d’Elegance and Saturday Club Day

Alfas at Auction

By Bob Abhalter

The difference between bid and asked

I'm always interested to see collectible Alfas mentioned in the mainstream media, so I was delighted when I received a link to the December 9, 2015, article by Hannah Elliott for Bloomberg.com (<http://www.bloomberg.com/news/articles/2015-12-09/1960s-alfa-romeo-giulia-super-why-it-s-prime-time-to-invest>) explaining why it's prime time to invest in Giulia Supers. As the owner of a pretty nice '67 Super myself, I wanted to gain some insight on how soon my "investment" might pay off. The 105 series Giulia sedans have a sort of cult following and good TIs and Supers are in demand in the U.S., but are



My Super being judged in Toronto

they really investments in the sense of stocks, junk bonds, or Jano-era Alfas? Not really, in my opinion, but they are very satisfying cars to own and enjoy.

The entertaining article offers a 50,000 ft. level overview of the model and its variants and includes quotes from both serious Giulia enthusiasts and auction representatives. One doesn't expect any great level of detail in a piece meant for a general audience, but there is a nice discussion on the lineage and development of the Giulia series. As evidence of "skyrocketing values," the author points to an 85% increase in the average insurance value of a Giulia Super in the five years since 2010, which I would attribute to a combination of a rise in popularity and the ever-increasing costs of restoration for these rust-prone cars. Also duly noted is an increase (from practically zero) in the number of Giulias offered at auction recently, albeit many notable examples are Italian police car recreations intended as novelty buys.

As the author notes, there are Giulias—TIs and Supers—and then there are *Giulias*, i.e., Giulia Supers, quite different animals indeed. Produced in a series of 500, this lightweight, highly modified, homologation special exists in a class apart from its humbler look-alikes and as such demands a higher value. This brings us to our featured Alfa, a 1964 TI Super offered by Bonhams at its December 10, 2015, December Sale at the RAF Museum at Hendon, U.K. Cited in the Bloomberg article as expected to achieve up to \$75,000, it sold for a seemingly modest \$59,565. The same car, along with some extra drivetrain parts, was previously offered at the September 12 Bonhams Goodwood sale and not sold against an estimate of \$100,000 - \$130,000. The *Sports Car Market Price Guide* lists a buy/sell range of \$60,000 - \$75,000 for a number 2 condition car. Why did this particular TI Super not hit its mark?

The answer lies within the auction description. Reading past the cited Sebring and other race history, one sees that prior to changing hands in 2008, this car had been on *static* display for over 26 years since its 1982 restoration. The engine had been hot-rodged to a configuration probably never used by this car for racing back in the day.



The Bonhams ex-Tom Zat TI Super

While its extended conservatorship by Wisconsin Alfa enthusiast Tom Zat would appear to be a plus, the point is that this car sat unused for an extended period and is in need of a thorough recommissioning before it can be operated. As the auction description so genteelly put it, "... there is evidence of emulsification of the oil and the car will require a level of re-commissioning/restoration prior to use." Once the new owner re-restores the car and rebuilds the engine he will almost certainly be in past the \$75,000 high end of the present value range. So, good monetary investment? Only time will tell. Hopefully the new owner will get his psychic return on investment on the street or at the track where this car is meant to be used.



Doing the Town in Chicago with Jean Jennings

By Bob Abhalter

On December 17, president Gary Schommer and I traveled to Cooper Technica, Inc., in Chicago for “An



Ms. Jennings spinning tales

Evening with Jean Jennings.” The event was co-sponsored by Cooper Technical and the Concours d’Elegance of Chicago and is part of a series of speaking events planned to appeal to motoring enthusiasts.

Ms. Jennings’ presentation was a sometimes hilarious stream of consciousness

ramble through some of the many experiences she had as an editor at *Car and Driver* and *Automobile* magazines. One had to pay attention as her tales of serving as navigator to various racing notables during multiple corporate outings and international events tended to run together. Her stories included participating in one of the early One Lap of America races with Parnelli Jones in a Dodge Van, driving Ralph Lauren’s (ex-Brooks Stevens) Alfa 8C2900B, and getting stuck with getting into a vintage Miller racecar at the Milwaukee Mile.

At some apparently predetermined time she abruptly ended her storytelling and asked for questions from the audience, unleashing yet another half hour of give and take. There was more about her and others’ testing misadventures at *Car and Driver* and of the often rocky relationship between her boss and mentor David E. Davis and writer Brock Yates.

If Jean’s presentation wasn’t enough fun, a tour of Cooper Technica’s well organized and extensive facilities was an added bonus. The shop is currently at work on not one but two Alfa Romeo 6C2500s, both with distinctive one-off coachwork. Other cars in restoration include a massive 1934 Tatra T77, three Delage autos of various configurations, and a 1948 Delahaye 135M. The shop’s other specialty is vintage bicycles and frames of projects-to-be are hung from the rafters.



One of two one-off 6C2500s being restored at Cooper Technica

More evenings with presentations by automotive notables are planned and the *Alfanatic* will attempt to keep you apprised of the dates. In my opinion, these well-attended events are worth the trip. The location, just west of the Loop, in the shadow of the Kennedy expressway, is relatively easy to get to and also convenient to downtown.



Two Seater Drive Saturday, January 16

Saturday, January 16 the Two Seater Group will visit Badger Motor Car Company in Columbus, WI to smile at their collection of antique cars and motorcycles.

They will stop at the Farmers and Merchants Union Bank, designed by Louis Sullivan, featured in the film *Public Enemies*.

Meet at 1 pm at the corner of Hwy M and Q, Middleton, where we will car pool, or at 2 pm at Badger Motor, 336 N. Spring St., Columbus, WI

Interesting Blog

<http://dargletodargle.com/>

Alfisti who are fans of adventure travel, or even just those who have maintained their subscriptions to *National Geographic* over the years might be interested in the adventures of Jethro Bonner, a 23 year old Alfa enthusiast who is attempting to drive his 1964 Sprint GT from his home in Dargle, South Africa to the namesake river in Ireland. It’s a fascinating read, well illustrated.

**More views of the work in progress at Cooper Technica,
courtesy of Gary Schommer**



This particular 6C2500 was built in 1942 and bodied by Carozzeria Pinin Farina in 1946. Designed by Fedele Bianco, it was commissioned by Italian industrialist Arturo Fumigali of Tirano. The design shows elements that were further developed in many post-war classics.



The white foam body buck shown above and below belongs to the other 6C2500, a 1943 cabriolet designed by Pinin Farina and delivered to Field Marshal Wolfram Von Richthofen, cousin of the famous WWI "Red Baron." It was one of six 6C2500s delivered to high-ranking German officers during the war. (info from CooperTechnica.com)



The Italian Job: A Stanford Physics Professor Finds Beauty in His Alfa Romeo

“I don’t just see a vehicle, but a set of values of the people who dreamed it up”



John D. Fox, 60, a senior scientist at Stanford’s SLAC National Accelerator Laboratory from Menlo Park, Calif., on his Alfa Romeo Spider, as told to A.J. Baime.

I teach applied physics at Stanford, and some of my courses are hands-on lab classes. I like to bring in pieces of cars. For example, when we talk about feedback theory, I’ll bring in an oxygen sensor and a diagram of a fuel injection system. Or we’ll talk about cruise control, or anti-lock brakes. These technologies are used everyday. But unless you show people, they’ll never know how they work.

I first fell in love with cars in high school, and I desperately wanted an Alfa Romeo. I tried to convince my dad to loan me the money to buy one. He told me: “John, you’re exactly the kind of guy who’d love a twin-cam Italian sports car, but I think you’ll appreciate it more when you buy it with your own money.” So when I got older, I bought all the cars I wanted when I was in high school. Now I have two Alfa Romeos, a Fiat coupe, and two Saabs.

When I look at a car, I don’t just see a vehicle, but a set of values of the people who dreamed it up. The car pictured here is a 1972 Alfa Romeo Spider. I love the styling, but it’s really a car all about driving. Every aspect of the design is about performance. There was no focus group to decide where to put a ketchup holder, no gimmicks or fake wood grain.

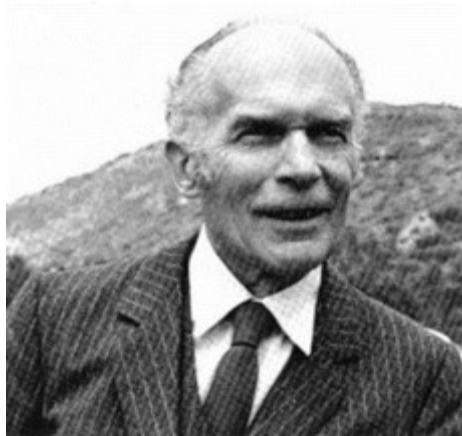
Italian cars in the early 1970s got a reputation for poor quality, but it’s not warranted. These cars were very sophisticated for their time, and they required knowledge and competence from the people servicing them. This competence was not commonly found at a corner gas station. It wasn’t that the cars were pieces of junk. People just didn’t know how to take care of them.

In my career, I work with particle accelerators, big machines that collide matter and antimatter to create new particles. Working on my cars is a great side hobby. Sometimes I’ll look at a car and think: Wow, this is just phenomenal.

From [*The Wall Street Journal*](#), December 22, 2015, by A.J. Baime

Giuseppe Busso

January 3 marked the tenth anniversary of the death of Giuseppe Busso, chief engineer at Alfa Romeo during the post-war era. Many of the cars we enjoy were designed and produced under his supervision.



He was also responsible for the development of the first Ferrari.

Busso was born in Turin in 1913, studied engineering there, and joined Fiat in 1937. In 1939 he moved on to Alfa Romeo, working in the special

projects office under Ing. Orazio Satta Puliga developing racing engines and doing theoretical research.

In 1946 he was hired as Ferrari's first technical director and was responsible for the realization of the 125 Sport project and the 1.5-liter V-12 engine. Colombo, who designed that engine, worked for Alfa Romeo at the time and did the Ferrari engine as a side project. Eventually Colombo's outside consulting work caused a falling out with management and when he left Alfa, Busso was asked to return. He was assigned to head the mechanical components design department and eventually became chief engineer. Busso was key in the development of most of Alfa's post-war vehicles, from the 1900 series to the Alfetta. He was the developer of the long-lived Giulietta four cylinder engine as well as the much-admired V6, first released in 1979 and affectionately known as the "Busso V6." The V8s used for the 33 and Montreal are also to his credit.

According to Alessandro Barteletti, writing for [Ruoteclassiche](#), those who knew him describe Giuseppe Busso as a man of iron will, determined and strict but at the same time a great motivator, constantly stimulated in turn by the challenge to innovate and achieve excellence.

He retired from the company in 1977 and passed on January 3, 2006, just three days after the last of "his" V6 engines was assembled in the factory in Arese.



Italian Tax Laws Weigh Heavy on Classic Car Owners

Last year a revision of the auto registration laws in Italy extended the tax requirements to cars up to 29 years old. Prior to that, cars older than 20 years were tax exempt. According to the [Blasting News article](#), this has led to a reduction in business for body shops and classic car restorers due to the reluctance of their owners to keep older cars on the road. Owners now find themselves liable for up to an extra €1,500 tax per car on their collections. Although there have been protests, it doesn't seem that the government is likely to grant any waivers or make any changes to the law. This could mean that there will be an outflow of certain cars from Italian collections. The author states that the most popular collector cars in Italy are Alfa Romeo, Lancia, and Ferrari and fears that many may flow out of Italy as a result of the added tax burden. What's bad news for Italian collectors might be good news for enthusiasts in other parts of the world, including the U.S.



Will the Italian tax laws result in more imports like this?



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Classifieds Extra

1991 Alfa Romeo Spider Veloce



Mileage shows 94,522, new top, paint looks nice, one repaint, fuel and oil pressure gauges do not work, air and heat not working.



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Oil pressure shows low but I think it is because the gauge does not work. The lifters are quiet and car sounds good when running. I purchased this car at Mecum auctions this fall.

Asking \$6,000 but open to offers. Car is located in Sandwich, IL Can email multiple photos to you.

Please call 630 553 9023 or email sbcinc@aol.com



Classifieds

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

For Sale

Four used Cromodora Wheels for 72-74 Alfa Spider. Surface and finish would benefit from some reconditioning but otherwise ready for that rally! If desired, and strictly at my cost—no adder—I would be willing to get them E-Coated ready for paint refinishing. Make me an offer!



Also, **Rear Bumper** for 1972-74 Spider. Make an offer.

James Huff, W1852 Pond Road, Rubicon, WI 53078 jphuff4@gmail.com

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

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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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