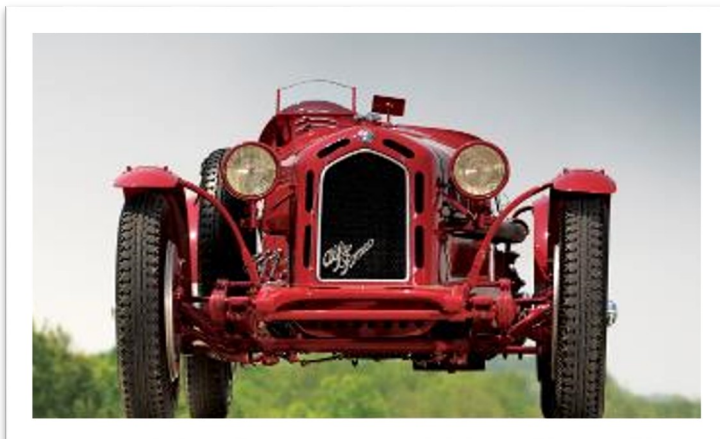


ALFANATIC



New Glarus 2016



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- Events Calendar
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New Glarus - 2016



PRESIDENT'S COLUMN

I am pleased to announce that our 28th annual New Glarus Hill Climb (*DAS KURZE KLAUSENRENNEN/ The Small Hill Climb*) was a great success. \$1,185 was donated to New Glarus Baseball and by the comments gleaned from the many participants and observers the event was thoroughly enjoyed by all.

Special thanks goes out to fellow coordinators Jim Fuchs, who handles the preparation, printing, and mailing of the registration materials; Tom Schmock who works with multiple governmental units to secure the necessary permits; and Mark Thompson who magically transforms multiple spools of telephone cable, four telephones, and timing equipment into an effective communication and monitoring tool helping make it a safe event for all. Thanks also to John Baker Welch and David Cooper who with the assistance of an enthusiastic 6 year old Aidan Anding handled tech inspection; Steve Wirtz who took primary lead of timing to ensure that elapsed times were monitored; and all of the local volunteers who helped with traffic and pedestrian control. Special thanks as well to Bob Lederer and other members of the Vintage Sports Car Club for their help in promoting, participating and assisting at the event. There are many countless other volunteers, too numerous to mention, who helped make this an enjoyable event for all. Thanks everyone!

As you know, Tom Caulfield, the founder of this great annual event, passed last year. In tribute, there were photos on display in the hotel lobby. It was also announced that a memorial park bench will be placed on the grounds of the playground across the street from the starting area of our event. So far \$470 has been donated with additional amounts expected to come forward. If you wish to contribute to this fund let me know and I'll make sure your donation gets to the right place. The dedication ceremony will coincide with the Hill Climb event next year.

You may recall that we'd taken up a collection last year for a memorial bench in Tom Caulfield's neighborhood park in Janesville. Former neighbor Jackie tells me the park bench is in place, with a dedication ceremony date to be determined pending input from his family members and the arrival of the memorial plaque. I'll keep you informed of any new developments.

For many of us, the New Glarus Hill Climb launches the official start of our car season. Going forward we have many nice events planned for you with the details of some still being worked on. Check the Events Calendar in our newsletter and make sure to get the items of interest onto your personal calendar. Event participation is one of the many benefits of club membership. Take advantage of it. I hope to see you at an event soon.

Ciao,

Gary



Sports Car Solstice Happening Cars, Fellowship, Food

What could make for a better evening and event!

June 22, 2016

Held in the beautiful back-lot at the Lift Incorporated facility:

2737 West Mill Road
Glendale, WI 53209
6:00 PM

Bring something to grill and something to share.

Questions?
Call Tom Heinrich,
414-353-5353/office
612-805-1179/cell
tom@liftinc.com

Hope to see you there!

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

May 13	Spring Vintage Weekend, Road America
May 16	Lotus Corps Track Day at Blackhawk Farms. Alfas welcome. Invite .
May 22	2-Seater Sports Car Group Tour, Lake Geneva area, fisher@davidfisher.com
June 4	2-Seater Sports Car Group Joins Porsche Club Gimmick Rally, Reedsburg, fisher@davidfisher.com
June 5	Festa Della Repubblica Celebration, Chicago. Information: Carlo 708-217-1004
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 17-19	VSCDA Vintage Races, Blackhawk Farms Raceway , S. Beloit, IL
June 18	2-Seater Sports Car Group, Tour to Rockford and Blackhawk Farms, fisher@davidfisher.com
June 18-19	The 24 Hours of LeMans
June 22	Sports Car Solstice Happening, Lift Inc., Glendale, WI, tom@liftinc.com
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
July 28	Under the Crazy Moon, Wheels of Italy show and dining event, St. Paul, MN
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 Veterans Park, Milwaukee
September 16-18	VSCDA Elkhart Lake Vintage Festival, Road America
September 25-27	Alfa-Iowa Invasion , Cedar Rapids, IA area
TBA	Concours d'Elegance of Chicago , Northerly Island, Chicago, IL

Join us in Nashville June 15-19



Picture a field of glistening Alfas against the backdrop of a magnificent Italianate mansion at the *Citta della Musica* concours. You'll be able to wander around the cars then around and through the Two Rivers mansion. Plenty of trailer parking if needed.



Tennessee has it all: Truly gorgeous scenery and some truly wonderful roads. Even *Road and Track* has tapped Tennessee as among tops in the country for roads that make a driver grin. And a passenger squeal. Come see for yourself at *Citta della Musica*, AROC National Convention, June 15-19, Nashville.



Citta della Musica, Nashville 2016 AROC National Convention Schedule

SUNDAY - MONDAY - June 12 & 13

Pre-Convention Tour: 8 AM - 4 PM

TUESDAY - June 14

Pre-Convention Tour: 8 AM - 4 PM

Registration: 3 PM - 7 PM

Independent evening activities

WEDNESDAY - June 15

Board of Directors Meeting: 9 AM - 1 PM

Registration: 8 AM - 12 Noon / 3 PM - 7 PM

"Bellissima" Tour at Frist Center: 2 PM - 4 PM

Welcome Reception at Lane Museum: 5 PM - 9 PM

THURSDAY - June 16

Registration: 8 AM - 12 Noon / 3 PM - 7 PM

Rally: 8 AM - 12 Noon

Vendors Rooms: 1 PM - 6 PM

Tech Sessions: 2 PM - 4 PM

Tech Inspection: 3 PM - 9 PM

Honky-tonkin' Downtown 5 PM - 10 PM

FRIDAY - June 17

Registration: 8 AM - 12 Noon / 3 PM - 7 PM

Vendors Rooms: 9 AM - 6 PM

Time Trials: 8 AM - 5 PM

Parade Laps: 12 Noon - 1 PM

Autocross: 10:30 AM - 5 PM

Autocross Novice Runs: 12 Noon - 1 PM

Model Car Concours: 2 PM - 6 PM

Jerry Quinlisk Memorial Art Show: 2 PM - 6 PM

Alfas Under The Stars with Wes Ingram: 6 PM - 10 PM

SATURDAY - June 18

Registration: 8 AM - 12 Noon

Concours: 8 AM - 1 PM

Vendors Rooms: 9 AM - 6 PM

Lunch at Concours: 11 AM - 1 PM

Town Hall Meeting: 2 PM - 4 PM

Model Car Concours: 2 PM - 6 PM

Jerry Quinlisk Memorial Art Show: 2 PM - 6 PM

Swap Meet: 4 PM - 6 PM

Happy Hour: 6 PM - 7 PM

Banquet: 7 PM - 9 PM

SUNDAY - June 19

Awards Brunch: 9 AM - 11 AM

Convention Closes: 11 AM

And You Thought You Saved a Lot of Car Magazines!

Before the dawn of the Internet, many of us fueled our interest in cars by consuming auto magazines. When we were too young or too poor, or both, to own the real thing, these mags provided the inspiration that whetted our appetite for things automotive. There was a magazine or three for every interest and even today the sales racks have a healthy selection of titles to choose from. Many of us built a library of these volumes which we referred to often and just couldn't bear to part with, often to the eventual dismay of our spouses. Now in our later years, and still reluctant to part with our troves, we wonder what to do with the product of our (selective) hoarding. However, likely none of us would be able to match the collection just donated to the AACA Library.



Recently, Hemmings.com carried a report on the donation of a tractor-trailer load of automotive materials to the Antique Automobile Club of America Library. According to the article, the collection was amassed by Don O'Reilly, former publisher of *Speed Age* magazine. In all, there were over 500 boxes of material double- and triple-stacked in the 54-foot commercial trailer. The load consisted of publications, pho-

tos, films, videos, and memorabilia covering just about every aspect of the automotive industry and racing. According to the article, Don was a prolific writer, photographer, and historian who did a lot to popularize the reporting of U.S. auto racing beyond the Indy 500 and was instrumental in sparking public interest in NASCAR and other forms of racing. His collection of a lifetime's work and interest will live on at the library, where the staff is busy cataloging and digitizing the collection. 🌱

Two Entertaining Reads from the Internet

Rich Heinrich and the Toasty TR3

Our friend Bill Hall wrote an entertaining piece recently published on Hemmings.com. It talks about Rich Heinrich's fire damaged TR3, how he came to own it, and the joy he derives from driving it. Rich is the brother of club member Tom Heinrich, who can vouch for the special appeal of the Triumph.

"What a great car, very fun. I had a blast driving it around during Concours / Auction week in January. You sure don't have to worry about where you park it. Parking lot ding? Who would even notice?", says Tom.

Tom Meade, Italo-American Designer

From MyCarQuest.com, Wallace Wyss chronicles the life of Tom Meade, an American who, early on, fell in love with Italian car design and pursued his passion against all odds. On a less-than-shoestring budget, he traveled to Italy, apprenticed at carrozzerias in exchange for a place to sleep, and taught himself design, learning by purchasing and re-skinning discarded race cars. One of his creations, the 250GT-based "Thomassima III" graced the cover of *Road & Track* in 1970. This account of his storied life makes fascinating reading. 🌱

Alfas at Auction

No surprises

By Bob Abhalter

In April, Auctions America presented the 14th edition of their popular Ft. Lauderdale auction. This auction stands alone, unaffiliated with a major concours, like Amelia Island, or groups of other auctions, like January in Scottsdale. The April 1-3 event offered locals and snowbirds alike an interesting collection of sports and collector cars. There were no million-dollar cars on offer—at \$649,000, a 1971 Ferrari Daytona was the high sale—just good, solid, interesting collector vehicles. In all, 70 percent of the 437 cars offered sold at an average sale price of about \$65,000.

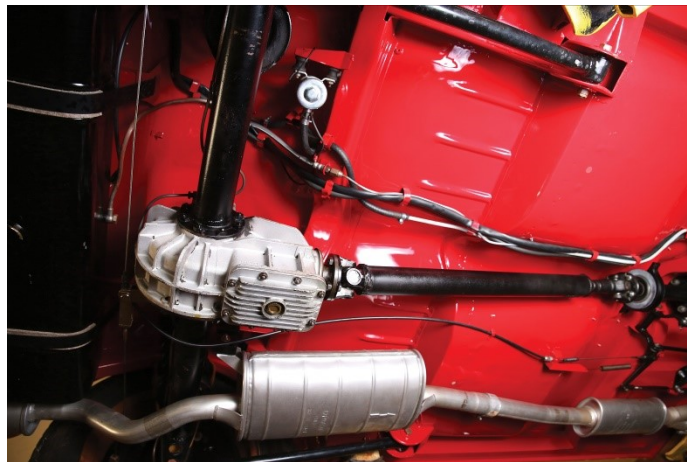
Seven Alfa Romeos were on offer and six sold. The prices realized largely confirmed the market values for driver-level 101- and 105-series Alfas. No surprises here, but some very attractive cars for the enthusiast.



A very clean 1962 Giulietta

At the top of the heap was a very appealing 1962 Giulietta Veloce Spider. Said to have been owned by a Florida-based private collector, the car was fresh from a recent rotisserie restoration. The red 101-series Spider appeared to have been accurately restored and was immaculate throughout. I think it would be safe to say that no Giulietta ever left the factory with an undercarriage so sparkling and well-finished. The engine number matched that on the I.D. plate, however the plate itself was brand spanking new. The car sold for \$82,500, commission included. The only problem I can see with this car is that it's just too nice to drive. You'd be afraid to get it dirty.

The other Giulietta Spider offered was a 1961 "normale" in gray with red upholstery. Gray is a good color for these Spiders. It was a 750 series car, and it,



No Giulietta left the factory looking like this.

too, had been well restored, although not to the level of the red 1962 Veloce. The seat upholstery was fresh but not accurately patterned, a later steering wheel was fitted, the instruments looked fresh but not quite correct, and the undercarriage was undercoated and left in as-driven condition. It sold for \$63,800.

The third Giulietta offered was a sedan, a 1963 robin's egg blue car with black upholstery. We don't often see these cars in the U.S., as spiders and coupes were much more popular in that period, but one or two can be seen at shows now and then. This later-production T.I. is good enough to draw a crowd when it is shown. It was described as an older restoration. The pictures showed it in relatively good nick, but with the later "sombbrero" wheel caps detracting from its fifties look. It also looked to me like it might be sitting a little low at the rear. It sold for a reasonable \$28,600.



A rarely-seen Giulietta Berlina

Moving on to the later cars, a 1972 GTV in burgundy red with tan upholstery sold for \$25,000. This attractive driver-quality GTV sported an aftermarket fabric



A rally enthusiast's GTV

sunroof and the under-body photos showed aftermarket springs and a sump protector. The previous owner was very likely a rally enthusiast as the dashboard sported dual stopwatches mounted within reach of the driver.



This good looking '92 Spider was a no-sale.



This '91 was sold fairly.

The single no-sale among the Alfas offered was a 1992 Spider Veloce, in green with tan upholstery. This 28,000-mile car appeared clean and original throughout, with the possible exception of an upgraded radio—the original was in the trunk. The only sign of wear apparent from the pictures was the nappy surface on the suede-like seat inserts, wear consistent with the mileage claimed for the car. It was bid to \$19,500.

A 1991 Spider was also offered and sold for \$14,575. This was a red car with tan upholstery, and it, too, was clean throughout. Although not officially a Veloce, it sported the popular five-star “Daytona” cast wheels and was perhaps a minor detailing away from presenting as well as the Green 1992 Spider. In my opinion, this car seemed well-bought.



1973 Berlina—not pristine, but usable

Finally, we have a 1973 2000 Berlina, a black car with brown upholstery. These Giulia Berlinas, two generations on from the Giulietta sedan discussed above, are increasingly popular with the sedan crowd. This example wasn't as pristine or original as the examples described in previous months' columns, but the \$9,900 price seemed reasonable for a #3-minus driver that had been repainted and required some detailing to come up to par. The upholstery was original and not badly worn. It wore Canadian plates and sported carburetors—possibly an import rather than a conversion.

So to restate, the sale of these examples of familiar and popular models serves to confirm the prevailing market values for our Alfas. There were no surprises nor were there any real disappointments among these results. 🍀

All the Latest Giulia News

Giulias Roll off the Line and onto the Track

Production on the new Alfa Giulia has begun. On April 19 we saw pictures posted on social media of the first production Giulia rolling off the line in Cassino. Earlier in May, Alfa Romeo presented two specially-equipped examples of the Quadrifoglio version to the Carabinieri for evaluation and Sergio Marchionne showed off his new creation to the Italian President and Council in Rome. Now, first ride reports are being posted to the internet from Georg Kacher for [Automobile](#) and correspondents from the British magazines, [Evo](#) and [Autocar](#)—the result of the May 9 and 10 press days at the Balocco circuit. Latest rumors have the first U.S. models arriving in September and we've been told that there will be at least one example at the National Convention in Nashville.

The pundit's early comments have been very favorable, lauding the Giulia's styling, power and handling, and general ergonomics. Some have faulted the build quality, comparing it unfavorably to Audi, the gold standard among the Alfa's potential competitors. These cars are early examples, however, so that aspect might be improvable. References were made to the Ferrari-like touches in the design of the controls and overall dynamic feel, certainly not bad things. The consensus seems to be that the Quadrifoglio version will be stiff competition for the BMW M3 and equivalent AMG-Mercedes sports models.

Meanwhile, the Stelvio, Alfa's first SUV, was spied testing at the Nurburgring. It would take a healthy imagination to discern the final shape of the heavily camouflaged development mule. Maybe something like an Italian version of an Infinity? Anyhow, the finished version is expected to be seen for the first



The heavily disguised Stelvio SUV prototype

time this fall, perhaps at the Los Angeles Auto Show and production versions are expected in early 2017. A Quadrifoglio version is expected. Image a 500 hp SUV! Hot stuff. (Photo lifted from [Autoevolution.com](#))

Initial European Giulia Lineup Includes Diesels, Different Trim Levels

Alfa's European Giulia order books are open as of May 3, and prospective buyers have five different trim levels to choose from, but only three engines, two of which are diesels. The lineup, as reported by [panorama-auto.it](#) and others, is of course headed by the Giulia Quadrifoglio with its fire-breathing 2.9 liter bi-turbo V-6 and a host of safety, comfort, and convenience features offered at standard – all for only €79,000. At present, this is the only model offered with a gasoline engine. All other trim levels get one of two versions of the 2.2-liter turbo-diesel, the base engine with 150 hp, or the upgrade with 180 hp. It is expected that the turboed 2.2-liter gasoline engine announced at this year's Geneva Auto show will appear later in the year, along with the optional all wheel drive.

The base Giulia will cost European buyers €35,500 and comes standard with a six-speed manual transmission, a host of active safety features, 16 inch wheels, and an infotainment system. Beside the base and Quad, Alfa will offer a Super, a Business, and a Business Sport version. There will, of course, also be a special "Launch Edition" in two different trim levels. Each model has its own combination of features, some biased toward sport and some toward comfort. Announced pricing ranges from the base of €35,500 to a high of €44,500, not including the Quad. This pricing is designed to be attractive to European "D" segment shoppers whose present choices of BMW 3-series, Audi A4, Mercedes C-class, and the lower end Jaguar are all somewhat more expensive feature-for-feature. Alfa's European pricing strategy may give potential U.S. buyers a clue as to what to expect when FCA announces U.S. pricing.

You can configure your Italian-delivery Giulia here:

[Giulia Configurator](#)



Alfa Tipo 33 Stradale Continuation to Sell May 14 in Monaco

Coys of Kensington auction house will offer a 1967 Tipo 33 Stradale “Continuation” at its May 14 Monaco Auction, *Legende et Passion*. The iconic Scaglione-designed coupe, based on the Type 33 racing car, is generally acknowledged as one of the most beautiful designs ever for a car of this type. FCA almost always displayed one alongside the 4C and Giulia during its U.S Alfa Romeo re-introduction tours of auto shows and other car events to establish its design and performance legacy.



Only eighteen examples of the Stradale were produced during its 1967-1969 production run. Few were sold due to its high price and five of the lot were subsequently converted into concept cars. The car offered here is a “continuation car,” one of perhaps six created out of parts acquired by its creator, Giovanni Giordanengo, a close friend of Autodelta’s Carlo Chiti. This car is said to have used the front and rear chassis sections of the original car number two, plus a variety of other original parts acquired from the factory in 1984. The bodywork is an exact copy of the car in the collection of the Alfa Romeo museum. The (non-running) engine has also been partly pieced together from available parts. The lot includes a Montreal 3-liter engine which presumably could be used to put the car on the road.

It will be interesting to see how much this static display piece brings at auction. On one hand, it’s a beautiful evocation of a great car. On the other, one can’t do anything with it besides admiring it. 🍀

Disco Volante Spyder to Make U.S. Debut at Concorso Italiano

According to Italialive.com, the Disco Volante Spyder by Touring Superleggera (Yes, they named the car Spyder, not Spider.) will make its U.S. debut at this year’s Concorso Italiano, held at the Black Horse Golf Course in Monterey, California, Saturday, Aug 20.

Based on the 8C Competizione Spider, Touring will produce only seven examples of this beautiful styling exercise. The cars will, of course, be produced to order, incorporating the preferences of their lucky owners. The Spyder was first seen at this year’s Geneva Auto Show.

The Concorso has chosen Carrozzeria Touring Superleggera as a featured marque this year, commemorating the coachbuilder’s 90th anniversary. Evocative of the original 1952 1900 C52 Disco Volante, and based on last year’s coupe version, the Spyder will be the star of the show, which will also feature Touring designs, past and present, from a many of the world’s auto makers. 🍀



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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.



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

Wanted

Good used windshield for a 1967-1969 Alfa Spider (roundtail). Must be from an early spider. Later windshields are different.

Call Bob at 270-564-2821 or email: rabhalter@att.net

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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