

# ALFANATIC

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## Summer Dining at Seven Seas Restaurant

**Friday, July 22, 2016**

Join us for a relaxing summer evening meal. In addition to exquisitely prepared food, excellent service, and wonderful wines, Seven Seas has the best sunsets in all of Waukesha County. Relax overlooking the rippling waters of Lake Nagawicka with the sky all aglow.

- 6:30 pm — Cocktails in the bar
- 7:00 pm — Dinner on the *Lakeside Terrace*
- All you can eat BUFFET of Fried Fish, Baked Fish, Herb-encrusted Basa & Italian Baked Chicken, with french fries, potato salad & coleslaw.
- Price includes coffee, tea, or milk
- Cost: \$21 (includes tax and gratuity)

**Note:** We will receive one group billing for the meal. Please come with the exact cash amount or a check made out to AROC-WI.

Any drinks you order are on your own, and will not be included in the group meal bill.

**RSVP to Gary Schommer no later than Tuesday July 19**

Email [alfaman@wi.rr.com](mailto:alfaman@wi.rr.com) or phone (262) 252-3750

[Weissgerber's Seven Seas Restaurant](#) is located on the east shore of Lake Nagawicka at 1807 Nagawicka Road, Hartland, WI, 53029, phone 262-367-3903.

Travel one mile north of I-94 on Wisconsin highway 83, turn left on Nagawicka Road and follow it to the lake.



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**PRESIDENT’S COLUMN**

Thanks to Tom & Pam Heinrich for hosting the recent Sports Car Solstice Happening. It is always an enjoyable event with an eclectic mix of cars and fascinating people. We have some other great events planned this summer. Check the Events Calendar and make sure the items of interest to you get posted on your personal calendar. Please make note of the “RSVP by dates” for our July Lakeside Dining and the 19<sup>th</sup> annual August Italian Car & Motorcycle Show. I hope to see you at an event soon. In the meantime enjoy your Alfa.

Ciao,  
Gary

**ICAMS CAR SHOW PLANNING CONTINUES**

By Bob Ludwigson

Our August 14<sup>th</sup> car show is fast approaching and we are hard at work with plans to make it the best show ever! We have selected the Alzheimer’s Association as our designated charity. Rebecca Peterson, events manager for the association, told me they are fully on board, with people at the show along with donation materials and information.

We have also contacted Bergstrom Auto, our local (!) Alfa dealer, and advised them of the show. I am hoping they will bring a car down from Appleton, as they had two nice 4C roadsters on the lot.

In addition, Gary Schommer has created a new flier describing the event. A copy is attached.



*Solstice Happening attendees converse.*

**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](mailto:rabhalter@att.net)

- July 10 2-Seaters Drive to Wildcat Mountain, [choonlu29@gmail.com](mailto:choonlu29@gmail.com)
- July 14-17 Weather Tech International Challenge with Brian Redman presented by Hawk, Road America
- July 22** **AROC-WI Summer Dining Event, Seven Seas Restaurant, Hartland, WI**
- 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 [Show and Glow by the Lake](#) (formerly Club Day), Veterans Park, Milwaukee
- August 28 [The Milwaukee Concours d’Elegance](#), Veterans Park, Milwaukee
- September 8-11 [Ephraim Hill Climb and Concours d’Elegance](#), Ephraim, WI
- September 16-18 VSCDA Elkhart Lake Vintage Festival, Road America
- September 25-27 [Alfa-Iowa Invasion](#), Cedar Rapids, IA area
- March 10-12, 2017 Amelia Island Concours d’Elegance, Amelia Island, FL
- July 13-16, 2017** **ARCC & AROC Combined Convention , Montreal, QC, Canada**
- TBA [Concours d’Elegance of Chicago](#), Northerly Island, Chicago, IL

Nineteenth Annual!

# Italian Car & Motorcycle Show



**Sunday Aug 14, 2016**

rain/shine

**Reina International Auto**

12730 W Capitol Drive, Brookfield, WI

All Italian vehicles welcome: daily drivers or showroom condition

- 10 AM to 3 PM
- dash plaques
- awards (participant judging) & door prizes
- Italian coffee / biscotti
- food & beverage
- low key & FUN
- Italian music
- spectators - free, but a good will offering to the Alzheimer's Association is appreciated
- sponsor: Alfa Romeo Owners Club of WI in cooperation with Reina International Auto
- info: Gary 262.252.3750 [alfaman@wi.rr.com](mailto:alfaman@wi.rr.com) or Reina Intl. Auto @ 262.781.3336 or 781.4077 [info@reinaintl.com](mailto:info@reinaintl.com)

*Help celebrate the uniqueness & excitement of Italian design!*

**LA DOLCE VITA !!!**

Proceeds to benefit the Alzheimer's Association



Donations welcome; they will have a booth on site

Pre-registration by August 10th \$10 per vehicle or \$18 / two  
After August 10: \$12 per vehicle  
Make checks out to: AROC - Wisconsin

R. Swanson – ICAMS  
N66 W6684 Cleveland Street  
Cedarburg, WI 53012

Name \_\_\_\_\_ Phone (\_\_\_\_) \_\_\_\_\_

Address \_\_\_\_\_ Email \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Make \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_

## Nashville Convention Report

*A hot time in the old town*

By Bob Abhalter

I've been an AROC member long enough to have attended the previous Nashville National Convention—2001, *an Alfa Odyssey*. It was held at the same hotel as this year's and at least one of the other venues was the same as it was 15 years ago. The weather was the same, too—hot and humid. That's what you get in mid-Tennessee in mid-June. Those similarities aside, this year's *Citta della Musica* was no mere rerun of the previous convention. While I remember liking the 2001 edition, I enjoyed this new-and-improved version even more.



*An example of the Lane Museum's Rarities. Know what it is?*

If the Marriott Nashville Airport Hotel was, in fact, the same place we stayed in 2001, it surely doesn't show its age. The facilities were first class and contemporary and the entire staff was friendly and accommodating from the moment we arrived. The parking area set aside for "Alfas only" was ample and the car wash station was a work of art, a candidate for replication at future conventions.

Our summer plans did not allow for joining the pre-convention tour, which I understand was very enjoyable. Also, due to schedule constraints, we had to drive from Kenosha to Nashville in a single day. Your correspondent and his spouse are reluctant to admit that we're getting too old and soft to drive 580 miles in an un-air-conditioned 1969 Spider in a single, hot, summer day and most likely won't be doing anything like that again. We pulled into the Marriott just short of sundown Wednesday evening. Our late arrival meant we missed the afternoon trip to the Frist Museum to

see the exhibition of Italian automobiles curated by our banquet speaker, Ken Gross, and could only spend a very short time enjoying the welcome reception at the Lane Museum. Based on our short time there, the Lane is well worth a longer look. I can guarantee that if you visit you'll see at least one car that you never knew existed.

Thursday morning brought the Gimmick Rally, a 90-plus mile jaunt run in three legs through the suburbs and countryside south of Nashville. Rallymaster/poet/musician Bob Simonds composed his rally instructions in verse with a few blocks of explanatory prose thrown in. This, of course, drove most of us crazy and caused more than a few off-course excursions. On the plus side, the checkpoints were strategically located at a Civil War battlefield national park with clean restrooms to go with the history lesson and a quaint rural village with good spots for lunch and antiquing. The course finished at a winery so one could drink to forget the long drive.



*Navigators compare notes: Chrystal (center) and convention publicist Phyllis Tilden.*

Scoring depended heavily on the mileage covered on each leg, with a few local and a few Alfa-related questions thrown in for good measure. Other things being equal, this scoring method favored newer cars with accurate odometers. Our off-course excursions were limited to the first leg, but we still lost points on the subsequent legs due to odometer error. If this sounds like the petty carping of a team that finished just out of the money in fourth, that's exactly what it is. Of the 44 cars registered, only 27 finished. Many thought the route too long and others got so lost so early in the rally they figured their cause was hopeless and headed back to the hotel. At the end, the top scores were separated by single points—very close.

The track events were held Friday at the National Corvette Museum Motorsports Park near Bowling Green, Kentucky, a 1-1/2 hour blast up I-65 from the convention hotel. The time trials were held on the 1.1-mile east circuit, a twisty and somewhat difficult-to-learn “technical loop.” Entries were limited, partly because the dates of the convention conflicted with the major vintage racing event at Indianapolis Motor Speedway. The autocross was laid out in the large paved parking lot and gave the entrants a good long run for their money.



*The author takes the Spider for a parade lap.*

Friday evening, the organizers scheduled “Alfas Under the Stars,” a program featuring SPICA guru Wes Ingram who interviewed a selection of Alfa owners about their cars and their lives outside of Alfa-dom. Ingram proved to be a capable host and the participants were forthcoming about their cars and their lives. Selected cars ranged from an early Giulietta to the latest 4C. The interviews were videoed and will be edited and released for sale as a DVD.



*Alfas Under the Stars emcee Wes Ingram (r) interviews a Spider owner.*

The Concorso was held Saturday morning at the Two Rivers Mansion, the same site used in 2001. The grounds were ample for the number of entrants while still allowing for close-in parking for those not showing their cars. Cars were separated into entrants wanting to be judged and those who simply wanted to “Shine and Show” their cars. A special area was set aside for 66-67 Spiders—the original Duetto. The two-tier show method makes it easier on the judges, who have fewer cars to judge, while allowing those who just want to show off their pride and joy the ability to be judged by their peers—sort of an insider’s people’s choice. New this year was a preservation class for unrestored cars over thirty years of age. These cars were judged under the rules used by the Ferrari Club of America to judge their preservation class.

Fields for all the judged classes were slim. The oldest car on the field was a nice 1900 coupe. There were six judged cars in the open class and six in the closed class, with about an equal number entered in the preservation class. On the other hand, the “Shine and Show” had ample entries in multiple classes. So the format of the Alfa national concours continues to be in flux. While the shine and show format is more inclusive and the preservation class is potentially important, the alternate formats dilute the traditional judging for originality. In addition, there is some degree of overlap between preservation automobiles and traditionally judged cars. Your editors took first place in the Shine and Show Roundtail Spiders class.



*Handsome 1900 coupe on the Concorso judging field*

Kudos to the convention organizers for their handling of the Saturday evening banquet! Although there were a couple of operational hiccups, likely not in their control, the scheduling should serve as a model for future convention organizers. The after-dinner

program was handled briskly by co-chairs Bob McKeown and Larry Smith. The organizing committee was acknowledged, the “annual meeting” nonsense was mercifully brief, National President Cindy Banzer took the podium to thank us for coming and recognized the board members, the Volunteer of the Year award went to Enrique Zuniga, and Dave and Andrea Hammond received the Fred DiMatteo appreciation award—all in record time. No muss, no fuss. On to the main event.



*If I were buying a 4C, this would be the color combo—white with red leather. Stunning!*

Pieter Hogeveen, Alfa Romeo’s North American head of product marketing and operations, took the podium to thank us for our loyalty and to convince us to buy a new Giulia, a task he executed with a brisk and compelling presentation. Hogeveen’s presence, along with his staff and two beautiful euro-spec Giulia Quadrifoglios, served to deliver the impression that the FCA-Alfa Romeo corporate types haven’t completely forgotten about the AROC faithful.

Featured speaker Ken Gross also delivered, with a brisk and engaging presentation on Alfa Romeo style



*One of two Giulias shown at the convention. They attracted a lot of attention.*

and substance. He curated the display “Bellissima! The Italian Automotive Renaissance, 1945-1975,” currently at Nashville’s Frist Center for the Visual Arts. He explained his selection of the 20-some cars, including the three Bertone BATs, as representative of the postwar era of Italian design and said he could have easily chosen Alfas alone to deliver the message. Although he said he had never owned one, he evidenced a fine appreciation for the marque in his well-received presentation. After a short announcement naming the winners of the silent auction, the attendees were free to go by 9:30. Good job.

The no-so-good parts of the banquet were the food and service, which weren’t really that bad, just not up to the standards set by the hotel’s other dining facilities. Also, who thought it was a good idea to sell the happy hour drink tickets from a single table in the reception area, creating a line that stretched the length of the hall? The only good part of this arrangement was that after purchasing the tickets there was no crush of customers in front of the bars.

The convention closed Sunday morning with the traditional awards “brunch” which opened at 9:00 a.m.—a good thing as it allowed more travel time for those who needed to hit the road. Although there was a little fumbling with the awards, on the whole the distribution was handled efficiently and most attendees left feeling satisfied about the weekend. So congratulations to A.L.F.A., Inc., of Tennessee for a fine effort. 🍀



*AROC-WI member Brian Kaufman tries the Giulia on for size during happy hour at the convention.*

## Alfas at Auction

Auctions America, Santa Monica, CA

Five Alfas were offered among the 281 collector vehicles consigned to the Auctions America Santa Monica, California, auction held June 25-26. They ranged in age from 1960 to 2008 and were typical of the cars seen at most any AROC national convention or local Italian car event. Most sold at no reserve, within or close to their estimates, with one exception.

The oldest car sold was a **1960 2000 Spider Touring**, a recent Canadian import, done up in white with red upholstery. The history provided about this car was slim but it was believed to carry an older restoration with a repaint in what was believed to be the original color. The odometer showed 72,631 km and the cast iron engine sported more recent Weber carbs. The Spider sold for \$59,400, comfortably within the estimate range.



*1960 Touring Spider*

A **1962 Giulietta Spider** was the sole Alfa no-sale of the auction and a lesson in the relative values of highly personalized cars. The Sports Car Market price guide values later Giuliettas at a median auction price of \$45,000 and a high of around \$60,000. Veloce-spec cars are of course worth more, but what about a hot-rodded Giulietta with all the boy-racer mods? This car was its builder's dream car, outfitted with a 2 liter Wes Ingram-built engine, a 5-speed, and a 4.56 limited slip differential. It had a roll bar, racing seats, Panasport wheels and some significant body modifications. In short, the owner went first-class and spent a ton of money to build the car he wanted, no doubt deriving much psychic satisfaction. As with most efforts of this type, his efforts were not rewarded in the

marketplace. The car was bid to \$36,000, far short of the low estimate of \$50,000.



*Hot Rodded '62 Giulietta*

A pretty **1973 GTV 2000** sold for a reasonable \$34,000. It was done up in the desirable Aubergine color with Tan upholstery and benefitted from a recent mechanical and cosmetic restoration. It had one of those rare "4-speed" transmissions so often found in auction cars when the description is written by a non-Alfisti. The pictures showed a clean looking car in original condition, despite the minor description inaccuracy.



*Nice Eggplant GTV*

The Riverside International Auto Museum is selling off its collection, which included two of the Alfas offered at this auction. The first was a **1988 Spider Quadrifoglio**, in black with gray leather upholstery. The body looked clean and the upholstery showed wear consistent with the 104,000 miles shown on the odometer. The Spider wore a set of Panasports and came with a warning that it had been on static display for a long period of time and would probably need a thorough mechanical going-over before driving. In addition, it could only be sold to a California dealer or to an out-of-state buyer due to emissions laws. There was no mention of a hardtop.

The Quad sold for \$9,350. In this case the high mileage did not discourage the bidders.



*High-mileage '88 Spider Quad*

The presumed non-operating condition of the **2008 8C Competizione** was no bar for bidders, either. It sold for \$319,000, above the high estimate of \$300K. The rarely seen coupe was done up in a proper shade of red metallic paint with luscious black leather upholstery. It showed less than 3,300 miles on the odometer. The car came complete with a set of the optional fitted luggage. The Riverside museum was said to have held the largest collection of Maseratis in the U.S. and the Maserati-engined 8C Alfa no doubt fit right in.



*Ruby Red 2008 8C—Rarely seen coupe*

Photo Credits: 2000 Spider Touring, Giulietta, GTV: Courtesy of Auctions America

8C and 1988 Spider Credits: Photo Credit: Karissa Hosek © 2016 Auctions America


## Tom and Pam Heinrich Host Summer Solstice Picnic

By Bob Ludwigson

I pulled my Alfa Spider onto Tom Heinrich's Lift Inc., driveway. The gate was closed; there were NO cars, and no people. I thought, is this the right day? Then Tom came out and let me in. It was the right day; I was just a bit early!

So began Tom and Pam's celebration of the summer solstice with their car night and picnic, which they held at their company business, Lift Inc. Soon Steve Wirtz showed up, and I felt better! The weather was threatening rain, and indeed it did rain for a while, but people showed up bringing a nice assortment of vehicles and goodies.

Tom fired up the grill, and we started to cook our dinner. He also showed us around and explained what was happening with the Jaguar E-type on the lift. Then I noticed an Alfa 4C in the parking lot! Turns out it was owned by Joe Golichnik. Gary Schommer and I introduced ourselves and took the opportunity to invite him to our August ICAMS car show.

All in all, a fine evening, and the rain really did not dampen the fun and friendship. 



*An example of the old and new*



*Solstice cars lined up for inspection*



## Second Annual Ephraim Hill Climb, Concours Announced

The Ephraim Vintage Festival LLC in association with the Vintage Sportscar Club is pleased to announce The Second Annual Ephraim Hill Climb and Concours d'Elegance featuring rare pre-war European, American classics, and significant post-war sports cars, September 9, 10, & 11, 2016.

The vintage festival is unique among North American classic automobile concours, as this event will again include the Kort Bakkelop (Norwegian for Short Hill Climb). This beautiful and challenging course winds its way through the picturesque village streets that traverse the steep Niagara Escarpment carved by the glaciers.

New this year will be Friday's Visite de Motorcar du Door which will green flag the festival with a delightful driving tour of Door County. The tour will marshal at the Old Village Hall in the center of Ephraim. The Visite de Motorcar du Door will guide participants to multiple boutiques, stops at bayside cafes, and unique art galleries that adorn the scenic countryside of Door County.


The Kort Bakkelop, (Hill Climb) runs will begin about 11:00 AM Saturday for all registered and inspected cars with six parade laps for all participants and their guests. Single car runs will then commence and continue to about 3:00 PM. This year, the village is providing free viewing areas for the public and we expect 4,000 spectators to be in attendance. At 4:00 PM a technical presentation called "The Secrets of Mechanical Restoration" will convene at the Village Hall. The presentation is sponsored by Cooper Technica of Chicago.

The dinner dance will commence at 6:30 for all event marshals, judges, and participants at the newly opened Hillside Inn of Ephraim, overlooking the magnificent Eagle Harbor. Cocktail attire is required, and 1946 apparel is wonderfully accepted to attend this event. Dinner winds down with desserts and dancing with music delivered on stage by a traditional swing band.

The Arbor Crowne Properties Concours d'Elegance will find the classic automobiles positioned along the stunning Eagle Harbor, starting at 11:00 AM on Sunday.

The \$250 entry fee includes Friday's Visite de Motorcar du Door, Saturday's Ephraim Hill

Climb, the Hillside Inn of Ephraim Dinner Dance, and Sunday's Arbor Crowne Properties Concours d'Elegance, plus additional benefits.

For more event information and lodging call 920-854-4455 or [www.ephraimhillclimb.com](http://www.ephraimhillclimb.com) 



*Ample food table at Pam and Tom Heinrich's solstice party*

# Express Yourself

*Italian Style*



Ferrari 360 Spider



Milwaukee's Exclusive Dealer



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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

**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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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

## For Sale

### 1986 Spider

Convertible= FUN!! 1986 Alfa Romeo Spider. Five speed manual transmission and electric windows, 96,000 mi. It was totally refurbished four years ago. Four-year-old canvas top. A small amount of money to pay for a really nice convertible. New starter in 2015 and about \$1,200 in repairs. Runs great! Fun fun fun. The paint is five years old and it is a purple-blue paint with a shift. It changes colors as it goes by. Asking \$5,500, Brodhead, WI. Contact: Tomasan Harnack [tnhc@charter.net](mailto:tnhc@charter.net), 608-295-0535



## 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](mailto:rabhalter@att.net)

### 1958 Giulietta Spider Veloce



Matching numbers 750F, just finished no expense spared extensive engine and original Weber carbs rebuilt to Concours condition. Ivory paint 30 years old (no rust!). Seat covers and convertible top fairly new. Original tunnel case transmission. Well detailed. Stunning. Loved. \$80,000. Jon (248)505-0606 or [jblock8586@wowway.com](mailto:jblock8586@wowway.com) MI

### Cars Wanted 1930s-1960s

Jaguar XK, XKE, MGA, MG T-series, Austin Healey, Mercedes SLs, Porsche 356, 911, Triumph TR-3,-4,-250, Alfa Romeo, Morgan  
Other European classics and exotic cars.

Any condition, any location.  
Serious Buyer, will pay the most.

**Steve's British Connection**

630-553-9023

[sbcinc@aol.com](mailto:sbcinc@aol.com)



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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](mailto:rabhalter@att.net) and share with your fellow Alfisti.

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**CLUB MEMBERSHIP** is \$60 per year and includes both national and local memberships. Renewals or new memberships may be sent directly to the National Office or visit <http://www.aroc-usa.org/application.php>

