

ALFANATIC



The Giulias are ~~Coming~~ Here!

Well, not *here* here, as at any Wisconsin dealership yet—but Ted Hoff of Bergstrom Premier Motorcars in Appleton says three are on the way to his dealership. One has been sold, leaving two available for sale. None are the Quadrifoglio edition. Bergstrom will have a Black Lusso Ti AWD coming by the end of the month and the second unsold car, which is still not spec'd, will arrive late in the first quarter or early the second. He says the arriving Giulias will go out the door for “just under \$50k.” Bergstrom is accepting orders with a \$5,000 deposit. All cars ordered by the dealership will be AWD unless the customer desired otherwise. Ted can be reached at 920-968-5615 or thoff@bergstromauto.com



Prepping for delivery in Tysons Corners VA

delivery on three in late December. Chances are, if you wanted to buy one sight-unseen, you could have one delivered to the dealership closest to you. That said, you would have to be satisfied with whatever is available off the docks in Baltimore, as the Quads are said to be still on allocation.

According to clubalaf.it the entire Giulia range will be on sale in the U.S. January 17, meaning that quantities of the lesser models have to be on the water now. Pricing and options availability can be found in

the presentation posted to the forum on the AROC-USA.org site.

According to GiulaiForums.com, Giulia Quadrifoglios are showing up at dealerships on the east coast, Texas, and Chicagoland. Forum members have reported cars delivered in Maryland, New Jersey, and at least one headed to Iowa. On December 29, Bettenhausen Alfa in Tinley Park, Illinois, held an open house to showcase its Quad; and New City Alfa on Michigan Avenue in Chicago was supposed to take

Ted also reported that he was told the Stelvio cross-over will arrive on our shores “very late in the year.” as a 2018 model. The current projection is late Q3 or early Q4. All Stelvios will be equipped with AWD and the Stelvio Quadrifoglio will be packing 505hp. No pricing is yet available. 🍀

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Date Set for AROC-WI Annual Banquet

This week president Gary Schommer confirmed the date for the club's annual banquet and business meeting. It will be held Saturday evening, March 18, at the popular [Fox and Hounds Restaurant and Tavern](#), 1298 Freiss Lake Road, Hubertus, Wisconsin.

We'll be returning once again to the Fox and Hounds, the site of past banquets. Past attendees can attest to the quality of the food and the friendly atmosphere.

Menu and pricing will be announced in upcoming issues of the *Alfanatic*, but mark your calendars now.

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2017 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

2017

- | | |
|--------------------|--|
| Feb 11-20 | Chicago Auto Show , McCormick Place, Chicago, Illinois |
| Feb 25-March 5 | Greater Milwaukee Auto Show , Wisconsin Center, Milwaukee |
| March 10-12 | Amelia Island Concours d'Elegance , Amelia Island, Florida |
| March 18 | AROC-WI Annual Banquet & Business Meeting , Fox & Hounds, Hubertus, Wisconsin |
| May 6-7 (T) | AROC-WI Das Kurze Klausenrennen, New Glarus, Wisconsin |
| May 19-21 | Spring Vintage Weekend, Road America |
| June 15-18 | WeatherTech® Chicago Region SCCA June Sprints®, Road America |
| June 21 | The Heinrichs' Sportscar Solstice Gathering , Lift, Inc., Glendale |
| June 22-25 | Verizon IndyCar Series KOHLER Grand Prix, Pirelli World Challenge, Road America |
| July 7-8 | Millers at Milwaukee , Vintage Indy Cars, State Fair Park, West Allis |
| July 13-16 | ARCC & AROC Combined Convention , Montreal, QC, Canada |
| July 20-23 | WeatherTech® International Challenge with Brian Redman presented by HAWK, Road America |
| July 21-23 | Fiat Club of America Fiat FreakOut, Milwaukee, Plans TBA |
| August 4-6 | IMSA/Continental Tire Road Race Showcase, Road America |
| August 5 | Show and Glow by the Lake, Veterans Park, Milwaukee |
| August 6 | Milwaukee Concours d'Elegance, Veterans Park, Milwaukee |
| August 13 | AROC-WI, Italian Car and Motorcycle Show |
| August 20 | Pebble Beach Concours d'Elegance , Carmel, California |
| August 25-27 | Road America 180 Fired up by Johnsonville XFINITY Series, Road America |
| September 8-10 | Third Annual Ephraim Hill Climb, Tour, and Concours, Ephraim, Wisconsin |
| Someday, maybe | Concours d'Elegance of Chicago , Northerly Island, Chicago, Illinois |

Is There a Veloce in Your Future?

Sources are reporting that Alfa Romeo USA will introduce a Veloce model variant to fit between the Ti and the Quadrifoglio in the U.S. market. In Europe the Veloce is a trim level similar to the U.S. Ti. That car has the standard turbo-four generating 280 hp.

U.S. Veloces will be tuned to produce 350 hp and come standard with all-wheel drive. No one seems to know exactly when this new model will arrive, but the expectation is that it will come sometime late in 2017, perhaps as a 2018 model. 🍀

A Watch to Match Your New Giulia



Alfa Romeo North America partnered with Swiss watch maker Chronoswiss to produce a limited edition watch to accompany the U.S. introduction of the Giulia. The Chronoswiss Regulator Quadrifoglio Edition is priced at \$3,900 and will be limited to only 100 copies. The 40mm stainless case encloses a movement with quirky separate hour, minute, and second dials. The strap is perforated leather with red stitching. The carbon fiber face is decorated with the Alfa Romeo script and Quadrifoglio, and the hours dial has the numbers from 6 to 8 colored in red, evocative of a tachometer with a 7,000 rpm redline. Or maybe that range is red so that you won't forget your Italian happy hour. You decide. 🍀

Back to Work at Cassino

The Cassino assembly plant is back to work after the Christmas break, busy churning out Giulias for the U.S. rollout. Stelvio production will begin later in the month and the plant will be fully manned at 4,300 workers by February. Management expects to add another 1,800 workers by the end of 2018. 🍀

Will Alfa Romeo Return to F1?



Maybe, but don't hold your breath, as the effort won't begin sooner than 2018, and that's being extremely optimistic.

In a December interview Sergio Marchionne once again stated his desire to return Alfa Romeo to the race track, perhaps as a farm team for Ferrari, or maybe as an engine supplier. However, he noted that such a return would take significant resources and FCA is already financially strapped due to the development of multiple new models. Thus, a return to racing must wait for the introduction and resulting financial success of the new models presently in the pipeline. Marchionne feels that an Alfa team could be used to develop new Italian drivers for the Ferrari team, much like the relationship between the Toro Rosso and Red Bull teams.

Some wishful thinkers are connecting Fernando Alonso with the nascent effort. They speculate that he could become available when his McLaren contract expires. In my opinion this is unlikely, but we can all speculate, can't we?



Bruno Giacomelli in the Alfa 179, 1980

While you probably are familiar with Alfa's dominance in F1 in 1950 and '51, at the beginning of the

“modern era,” you may not recall their more recent and less successful efforts, first as an engine supplier in the ‘60s and ‘70s, then as a full team from 1979 through 1985 with the likes of Andrea De Cesaris, Mario Andretti, Riccardo Patrese, Mario Baldi, and Eddie Cheever. The team was mothballed after the 1985 season, having achieved only limited success. However, Alfa continued to supply engines to Brabham, Ligier, and Osella through 1988. You may also recall Alfa’s run at Indy car racing from 1989 to 1991. 🍀



Eddie Cheever in 1985, Alfa’s final year in F1

Alfa and Maserati to Be Sold?

Several sources commented recently on a report on Forbes.com, suggesting that FCA might sell off the Alfa Romeo and Maserati brands, as well as their Magneti Marelli operation and another automation division in order to reduce their massive debt which stood at \$7 billion at the end of the 3rd Quarter.

FCA’s stock has had a run-up lately and market analysts are projecting that the now-healthy brands, fortified with new models, including the desirable Stelvio and Levante SUVs, would be more attractive to potential buyers now than they were a couple of years ago. The sale could help make FCA debt free. Only time will tell. 🍀

Buy Your RZ or 155 Now



On January 1, Autoweek.com ran a feature on cool 25-year-old cars that can now be imported into the U.S. Besides the 1992 McLaren F1 and Bugatti EB 110 SS, two Alfa models are newly eligible. The first is the RZ, the roadster version of the SZ. We’ve written before about this extension of the 75/Milano line, produced between 1992 and 1994. Not everyone loves the Zagato-styled body, but you are sure to be noticed when you’re driving one. Only 278 were produced and, according to *Autoweek*, driver-quality examples are available in the \$35,000 range, while the best examples can trade for over \$60,000.



This 1992 Alfa 155 sedan can now come to the U.S., no strings attached.

This year also marks the first year one can legally import an Alfa 155. They were introduced in 1992 and production ran through 1998. *Autoweek* calls the styling Volvo-like, and appears to mean that in a good way. These front-drivers replaced the 75/Milano in the model lineup and marked the shift to front-drive Alfas. They came equipped with a number of different engines during the model run. *Autoweek* suggests that good ones are to be had for around \$5,000. Perhaps a Touring Car Championship tribute car would be just the thing. 🍀

What's in a Name?

How the Giulietta came to be

Adapted from an automoto.it article by Diletta Columbo

How are cars named? A recent book by Italian linguist Enzo Caffarelli spins some entertaining tales about how some iconic cars were named. Not surprisingly, it's titled: *I nomi delle automobili*. (*The Names of Cars.*)



For example, the Volkswagen Golf came from the mind of designer Giorgetto Giugiaro, inspired by the knob on top of the shift lever, whose shape resembled a golf ball.

Often the car's names are simply inspired by the surname of the owner of the company—think Porsche and Pinninfarina—or the car's features, such as the Maserati Quattroporte (four doors.).

Of course, the Alfa Romeo Giulietta, one of the first cars to have been given a feminine name, is evocative of literature and romance. Caffarelli gives an account of its naming which appears to be an amalgam of [two other stories](#) that are commonly told. In his account, a group of Alfa Romeo executives were at dinner with Giorgia De Cousandier, wife of the poet-engineer Leonardo Sinisgalli and advertising consultant to Finmeccanica, the Italian holding company that controlled Alfa Romeo.

As they were enjoying their dinner they were approached by an exiled Russian prince who made his way in social circles by acting the bon vivant and just generally being charming. Upon seeing the group, he exclaimed, "You are seven Romeos, and now you also have a Juliet." The diners were immediately inspired and chose the name Giulietta for their new car, combining the concept of "girlfriend of Milan" and making the obvious Shakespearean connection with the Romeo in Alfa Romeo. Apocryphal or not, it makes an entertaining story.

Acronyms are common in car naming—ALFA itself is an Acronym for Anonima Lombarda Fabbrica Automobili. The MiTo is named for the cities of Milan

and Turin, the two Italian car capitals, headquarters of Alfa and Fiat.

The author also delves into symbology, discussing the origin of the famous prancing horse on a yellow background, the color symbolic of the city of Modena.

The Volvo emblem is modeled after the ancient chemical symbol for iron. Ferruccio Lamborghini chose the bull because of his passion for bullfighting but also because of his dislike for Ferrari.

Readers of Italian who are interested can find the book on Amazon.it.



Cars Wanted 1930s-1960s

Jaguar XK, XKE, MGA, MG T-series,
Austin Healey, Mercedes SLs, Porsche
356, 911,

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Alfas at Auction

By Bob Abhalter

Bring a Trailer

I'm writing this report at the end of December and as the month past didn't produce many interesting live-auction Alfa Romeo sales, this seems like a perfect time to evaluate Bring-a-Trailer as a sales venue for our Alfas.

For the three people reading this who've never visited bringatrailer.com, it promotes itself as "The best way to buy and sell the best cars of all time." Founded in 2007 by Californian Randy Nonnenburg and his friend Gentry Underwood, the site started out by posting features on specialty cars, mostly sports and foreign, listed for sale elsewhere. The founders focused on "interesting" cars—popularly priced collectibles and potential collectibles—that would appeal to the average car nut. The descriptions were well written and accompanied by photos taken from the original listings. The page layout was clean and inviting. The comments section accompanying each post attracted both would-be buyers and dreamers. Marque knowledge was shared and questions answered. Rancorous arguments and general nonsense was kept to a minimum. This friendly social aspect kept users coming back.



'73 GTV sold for \$60,000

It didn't take the founders long to expand their site, first by offering "exclusives" for sale, then by offering their own auctions. The auction feature was launched in July of 2014 and has grown steadily since then. The site claims it has conducted over 2,500 auctions to date. The elements which first attracted enthusiasts still exist. The cars are still interesting and the discussions are still reasonably intelli-

gent. For sellers, the posting fees are reasonable and buyers are pre-qualified through the registration process. Buyers get a selection of well-documented cars with ample pictures and realistic descriptions. The bidding process is transparent. Bids are posted by user name in the discussion section. There is no last-minute secret bid sniping. Everything is out in the open and sellers frequently participate in the discussions.

So, is this a good venue for buying and selling Alfas? Arguably yes.

What Alfa models should you expect to find on BaT? Generally, the auction offerings are in the typical Owners Club members' sweet spot, namely coupes, sedans, and Spiders from the Giulietta era through 1995. They range from fresh restorations to project cars. Most would be considered "drivers," and it seems that the average BaT buyer is more interested in a good ride than concours-level correctness.

In the past year, 98 Alfas have been listed on BaT and 79 sold for a sales rate of 81%. Alfa sales grossed almost \$1.8 million, with an average sales price of \$22,619. Low sale was \$2,200 for a tatty 1971 Berlina and the high sale was \$117,500 for a 1959 Spider Veloce. The cars offered ranged in age from a 1956 Spider project car that sold for \$15,000 to a 37,000 mile 1995 164Q, selling for \$18,000.

Most popular model offered? Over 1/3 of the cars posted for sale last year were 105- and 115-series coupes. BaT listed 32 and 25 of them sold at an average of \$31,903, with a range of \$18,666 to \$55,000. The median "market" price for a nice '70 to '74 GTV, excluding project cars, was \$36,000, with several selling in the \$45,000-\$60,000 range.



Restored for resale, a clean '66 Duetto, \$35,562

The high coupe sale of the year was a red 1973 GTV that sold for a seemingly staggering \$60,000, despite breaking some of the “value rules” for collector cars. Originally a 90,000-mile California car, it benefitted from a thorough two-year restoration and a high quality repaint with a color change from the original silver to Alfa red. The owner treated it to 15”x 7” Alfaholics GTA-style wheels and some suspension upgrades. The ugly U.S. marker lights had been shaved during the bare-metal repaint process. All the shut lines were good and the car presented extremely well. So here was a moderately personalized car with average mileage and a color change setting the mark for late GTVs. That’s not the way it’s supposed to happen as collectors generally favor highly original cars. The new owner, however, was more interested in having a good driver than he was in originality, and the modifications were intelligent and practical. From all appearances, it was a beautifully built car.

This same theme was repeated several more times in 2016. No fewer than fourteen 1974 GTVs appeared on the site. One California seller has apparently developed a specialty in the restoration and resale of late-model GTVs, having sold at least three cars in the latter half of the year, all apparently well done and all fetching in the range of \$45,000-\$55,000.



Daily driver, lightly modded '78 Spider, \$13,000

Spiders of every vintage from 1967 to 1994 were on offer, as well. There were 23 in all, most of them series 2 and 3 Spiders. Four roundtail Spiders fetched prices averaging \$25,000, from a low of \$18,200 paid for a driver-quality 1967, painted in Honda red with a roll bar and later seats, to a high of \$35,562 for a very fresh, nicely restored 1966 Duetto.

The SPICA-injected square-tailed cars from 1970-1980, or so, ranged in sale price from \$4,000 to around \$9,000, the exception being a 1978 Spider that

sold for \$13,000. This car was remarkable in that it was claimed to be the owner’s daily driver. It had been modified, with earlier bumpers and some performance engine and suspension modifications. It appeared to be a clean car, in good order. Whether it represented a price trend or was an outlier is open to debate.



Pampered, clean, '84 Spider, \$15,250

The median market price for a series 3 Bosch-injected Spider is \$7,700, based on a sampling of the nine cars that sold on BaT during 2016. High sale was a very nice two-owner, Aqua Blue Metallic 1984 Spider with a recent engine rebuild, fresh upholstery, and original paint. This apparently well-sorted example went for \$15,250.

If your taste runs to earlier or later cars, BaT is worth a look, although the listings aren’t as plentiful. There were 15 Giulia and Giulietta examples offered. Four were project cars of various condition and only 2/3 sold, however the high sale of the year came from this group. The red 1959 Giulietta Spider Veloce was tak-



Fairly original '59 Spider Veloce, \$117,500

en off the road in 1962 at 41,000 miles and treated to a bare metal lacquer respray in the original color. Somehow the car never made it back together again and spent the next 37 years in pieces, moving from garage to garage of its successive owners, until finally returning to the road in 1999. A bit of a time capsule, the car sold for a not unreasonable \$117,500.

Transaxle cars, mostly Milanos and GTV6s, are also frequent on the site. Eleven were offered in 2016, along with five Berlinas of various vintages.

“Exotics” were represented by a Montreal (unsold) and a Sprint Speciale (sold for a healthy \$91,000). Finally, this is one place where the 164 gets some respect. No fewer than three 164 Qs were offered among the 6 total 164s. Sales prices were \$5,000 and up.



This Giulia SS sold for \$91,000

So, should you consider selling or buying on Bring a Trailer? It certainly should be considered as a viable option. As a buyer, I'd feel good about the manner in which the cars are selected and presented. As a seller, I'd be assured of having an interested audience and qualified bidders. But I'd want to bring my “A” game presentation-wise and a thick skin, as there are still some “trolls” posting on the site—a common problem on almost all social websites. Even if you don't choose to do business through the site, BaT is a good resource for gauging potential market value and useful as a case study in how to present your car for sale 🍀

Alfa Romeo 164 Pro-Car, a Stillborn Dream

Adapted from an article by [Adriano Tosi on omniauto.it](http://AdrianoTosi.onmniauto.it)



Writers often describe performance autos as a Formula 1 car dressed as a street car. Unusually this is just hyperbole, but in the case of the Alfa Romeo 164 Pro-Car the description fits perfectly.

The 164 Pro-Car (Production Car) was built for the Pro-Car silhouette car series proposed by F1 impresario Bernie Ecclestone. In 1988 FISA (the Federation Internationale du Sport Automobile) published the rules. The formula allowed cars weighing not less than 750 kg. (1650 lb.) propelled by engines of up to 3.5 liters displacement, normally aspirated, with no more than 12 cylinders, but otherwise without design restrictions. Body and frame construction and materials were also free but had to be identifiable as a production car with a volume of at least 25,000 units a year. Is anyone thinking hi-tech European NASCAR?



Ecclestone, who had campaigned Alfa-powered Brabhams in F1, conceived the series as a Formula One support race, designed to attract European manufacturers to develop engines compatible with the current Formula One specifications. Using his past connections, he approached Alfa Romeo about developing a car for the series. Fiat, who had recently acquired Alfa, wanted to go racing but didn't want to field a team to challenge Ferrari. They had a potent engine available so they decided to fund the project. Autodelta collaborated with Brabham to produce the car.



At first glance, the Pro-Car looks like a standard 164, then one notices the large wing tacked to the trunk and the set of the wheels. A closer examination reveals that the body is in fiberglass rather than steel. Underneath the modest exterior lies a 3.5 liter V10 producing 600 hp. It is longitudinally mounted, driving the rear wheels, and is bolted to an aluminum and carbon-fiber chassis produced by Brabham, supported by a F1-inspired double wishbone suspension and sitting on 13-inch racing wheels. This was racing's state of the art at the time.

The V10 was developed by Alfa for use in Formula One. Earlier in the eighties, after the change in formula from turbo cars to normally aspirated engines was announced, Alfa engineers set out to decide on a configuration that would be the best option for racing. They chose the V10 over the 8- and 12-cylinder configurations. Other manufacturers soon followed suit and 10-cylinder engines became the preferred configuration. The Alfa V10, however, never competed in F1. Their own Formula One effort had not been successful and their run as an engine supplier was cancelled by Fiat. Thus, the V10 was made available to the Pro-Car effort.

Sadly, the Pro-Car series never got off the ground. The other manufacturers showed no interest in being involved in what could have been an expensive venture. So, Alfa had developed a very potent weapon but had no one to compete with. Aside from a demonstration run or two, which demonstrated the 164 could achieve higher speeds than some contemporary formula cars, the Pro-Car never turned a wheel in anger and now resides in the Alfa Romeo museum.



Photo: Tom



Classifieds

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

For Sale

Parts

Weber 32/36 DGV carb, and air cleaner housing and intake manifold (restored and painted) for 1300cc normale (750-101), all in excellent working condition. Best offer. Jon Block, [\(248\) 505-0606](tel:(248)505-0606) cell, or jblock8586@wowway.com

2001 Alfa 156 V6 2.5, 6-speed manual. Red with black leather interior. Car is in very good condition and can be driven right away.



Total mileage is about 150,000 miles. Water pump and all pulleys and belts replaced at 120,000 miles. Suspension, radiator and clutch replaced at 135,000 miles. Runs great! Extra sets of wheels with snow tires and performance tires.

The only problem with the car is a very slow leak in the power steering fluid and an occasional glitch in the immobilizer. The immobilizer reads the key code. It can go months without a problem. When it doesn't unlock, a few tries usually does it. Or there is a work around bypass procedure that will get you home. A \$50 part may fix it for good. The gear shift also doesn't easily return to center with the sideways spring. You have to move it a bit between second and third.

Car sounds great, feels great and is a real head turner. \$7,000 or best offer. Russ Whitford veloce192@sbcglobal.net



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, 514 Simon Drive, Hartford, WI 53027, 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

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, 608-295-0535



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

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 MI



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

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 mail: rabhalter@att.net

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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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alfa-expo17



ARCC & AROC-USA combined convention
Montréal 13-16 July 2017

Hosted by: Club Alfa Roméo de Montréal (CARM)
and The Alfa Romeo Club of Canada (ARCC)

Commemorating the 50th Anniversary of the 'Montreal Prototype'

