

ALFANATIC

Come Howl at the Moon at Tom Heinrich's Sports Car Solstice Happening

Cars, Fellowship, Food

And, if you need yet another incentive to attend, Tom is teasing us with the promise of an exclusive viewing of a barn-find front engined Ferrari.

What could make for a better evening and event!
Bring something to grill and something to share.

**Wednesday,
June 21, 2017**

Held in the beautiful back-lot at the
Lift Incorporated World Headquarters
2737 West Mill Road
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6:00 PM

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

Hope to see you there!



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PLANS UNDERWAY FOR UPCOMING ICAMS CAR SHOW

By Bob Ludwigson

Although our ICAMS car show isn't until August, plans for the show are underway. This early start is necessary if we want to see it publicized in our national magazine, due to their lead times. This year our charity will be the American Cancer Society. I spoke with Cody Allen, event coordinator for the Cancer Society, and they are happy to participate.

Cody will be in attendance at the show. In addition we are looking to get participation from International Motors, so we can have one or more new Alfas on exhibit. We will also be contacting owners of new cars and inviting them to attend.

I'll keep you informed as new details are worked out.



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

June 15-18	WeatherTech® Chicago Region SCCA June Sprints®, Road America
June 18	36th Annual British Car Field Day , Sussex, Wisconsin
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 2	Lake Mills Cars & Coffee, 8 a.m.—11 a.m., Lake Mills, Wisconsin
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 19-23	Fiat Club of America Fiat FreakOut, Milwaukee https://www.fiatclubamerica.com/FFO2017/
July 20-23	WeatherTech® International Challenge with Brian Redman presented by HAWK, Road America
July 25	Brew City Cruise Night , featuring exotics and Italian cars, nines American Bistro, 12400 N Ville Du Parc Dr. Mequon, Wisconsin
July 28-30	Concours d'Elegance of America , Plymouth, Michigan
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 6	Lake Mills Cars & Coffee, 8 a.m.—11 a.m., Lake Mills, Wisconsin
August 13	AROC-WI, Italian Car and Motorcycle Show
August 19	Concorso Italiano , Black Horse Golf Course, Seaside, California
August 20	Pebble Beach Concours d'Elegance , Carmel, California
August 25-27	Road America 180 Fired up by Johnsonville XFINITY Series, Road America
September 2-13, 17-28	Car Guy Tour(s) Italia, http://www.carguytour.com/
September 3	Lake Mills Cars & Coffee, 8 a.m.—11 a.m., Lake Mills, Wisconsin
September 23(T)	AROC-WI and FCA visit to John Spulde's "Man Cave," details TBD
September 8-10	Third Annual Ephraim Hill Climb, Tour, and Concours, Ephraim, Wisconsin
September 15-17	VSCDA Elkhart Lake Vintage Festival, Road America
October 1	Lake Mills Cars & Coffee, 8 a.m.—11 a.m., Lake Mills, Wisconsin
March 9-11, 2018	Amelia Island Concours d'Elegance , Amelia Island, Florida
May 5, 2018 (T)	AROC-WI Das Krurze Klausenrennen , New Glarus, Wisconsin

Alfa News Notes and Miscellanea

Tom Heinrich sent along a progress update on the restoration of his Giulietta Sprint Veloce. Some of you may remember seeing the car at his workshop back in April, 2011, stripped and in bare metal.



Tom's Sprint on the lift in 2011

Sometime thereafter, the car made the trip to Arizona where it has been in the capable hands of Tom's brother Rich. Tom has promised to write an update on the car's restoration but work issues keep getting in the way. He did, however, find the time to send off a brief note accompanied by a couple of pictures. They'll have to do for now:

“...I had started a more comprehensive ‘article’ to bring the Giulietta Sprint Veloce restoration up to date, but have to be in MN tomorrow to help solve problems so have to concentrate on that, I’m afraid. So, rather than a comprehensive article, attached are a couple of photos from the body shop showing trial fitting some trim items and badges in preparation for final body work and paint. I would guess at current pace there will be paint on the car by the end of summer!”



The Sprint six years later, now in primer

**Do you have a restoration in progress?
Would you like to tell us about it?**

We'd love to hear from you. Pictures and prose welcome. Do it now or you'll be forced to read my own tale of woe and (hopefully) eventual triumph instead.



Caulfield Bench Installed

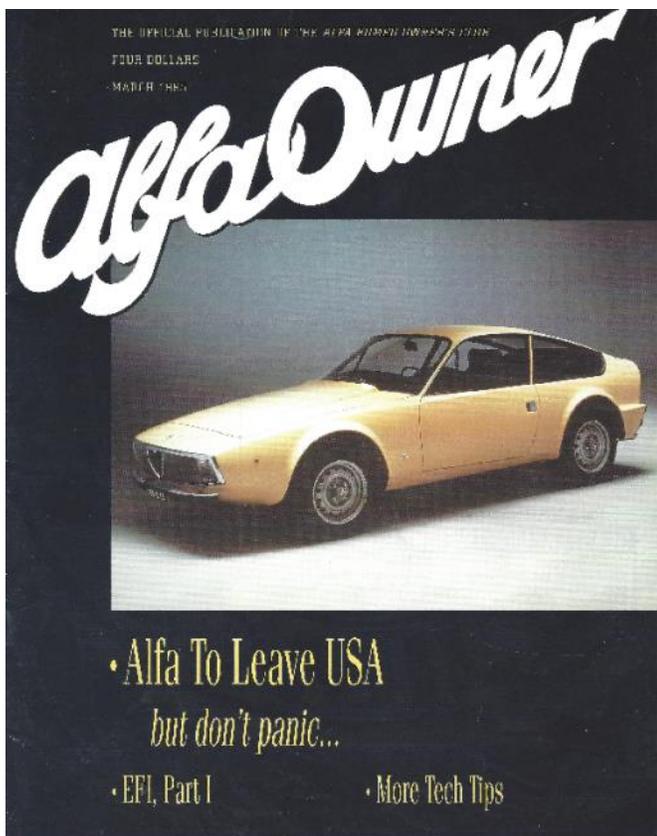
Gary Schommer passed on the news that the village of New Glarus gave its approval for the Tom Caulfield Memorial Bench to be installed in the park adjacent to the soccer field. The bench is now in place.



Red Giulia Needed for Short Film

This announcement appeared on AlfaBB.com May 20. If you're interested contact the poster through the bulletin board.

I'm looking for a classic red Alfa Romeo Giulia (any year) for a featured shot in a short film. We're shooting in Two Rivers, WI in August. The shot of the car will be parked outside of a Frank Lloyd Wright house. 🍀



But Don't Panic...

Indeed. Only 22 years later and they're back in force. We can only hope that the Club doesn't have to re-run this March 1995 cover any time soon. 🍀

Alfa Romeo Sales Up 1989% in May

Alfa's sales for May were up dramatically over last year, and how could they not be? Last year they had only 4Cs to sell. The month's sales last year were a whopping 44 units versus 919 for this May, a 1989% increase. Year-to-date sales through May were 2,702, a 935% increase.

The raw numbers suggest that Alfa has a way to go before they approach something that can be called a sales success. Early sales were no doubt slowed by

logistics issues. There were reports of cars spending weeks at the port of entry pending clearance and certification. It would seem that some of the supply issues have been resolved, with reports of dealers publicizing substantial quantities of cars in transit.

And Alfa's ad budget must be substantial. Print placements in lifestyle magazines are plentiful and one can't watch a sports program without seeing a speeding Quadrifoglio. However, lately it's getting difficult to determine whether the speeding car in the ad is an Alfa, a Jaguar, or an Audi—the ads are that similar. 🍀

Stelvio Pricing Announced

On May 10, FCA announced pricing for the 2018 Stelvio and Stelvio Ti. (*Am I the only one who thinks that both the "T" and the "I" should be capitalized? Everyone I know pronounces both letters—like "Tee Eye," not as if it were a word—like "Tea." Designer's preference, I guess.*) The Stelvio starts at \$41,995, plus \$995 destination charges. You can add another \$2,000 for the Ti version.

All Stelvios will come with all-wheel drive and eight-speed automatic transmissions. Trim levels are similar to the Giulia sedans. Lusso and Sport trim options can be added to the Ti for an extra \$2,500 and a sport package will add \$1,8000 of options to the base Stelvio.

Availability is "later this summer." The Quadrifoglio model's availability and pricing will be announced later. 🍀



Half of Italian Stelvio Sales Are German Conquests

Clubalfa.it reports that half of Italian Stelvio buyers are converts from German car brands rather than Alfa or Fiat loyalists. In addition the average age of Stelvio buyers is younger than that of Giulia customers, although the actual numbers weren't given in the article. In addition, some 15% of Stelvio buyers are women, a figure FCA would like to be closer to 20%, although it is said that the number is much higher than that for the Giulia.

These statistics are closely watched by FCA management as Alfa strives to meet its aggressive sales goals.

Want to Drive a 4C in Italy? Book Avis. 🍀

Avis is now offering the rental of Alfa Giulias, Stelvios, and 4Cs, as well as Fiat 124 Spiders—normal and the Abarth version through its “Select Series” program. Available at the major Italian airports and city center locations in Rome and Milan, diesel versions of the Giulia and Stelvio and gas-powered versions of the other cars are available for reservation. You can also book a Jeep Grand Cherokee.

The Europe-only Select Series program seems to be similar to the U.S. signature series. The car selections are country-specific. While Italian customers have their choice of Alfas and Fiats, German customers can rent specific BMWs, Audis and Mercedes Benz.

Actually booking the cars from the U.S. may be a challenge as the U.S. website doesn't link to the program. The Italian Avis site has the details so I would imagine there is a way to make it work. 🍀

New Borrani Giulietta Wheels Now Available

Alfisti restoring Giuliettas and Giulias can now buy brand new Borrani wheels for their cars.

The early 750 and 101 cars generally came with either Fergat or Borrani steel wheels. Many think that the Veloce models came equipped exclusively with Borrani while others contest this. In any event, Borrani are preferred for most restorations.

Now, instead of digging through stacks of rusty wheels looking for the best candidates, restorers can pick up the phone and call A&M Garage in Austin, Texas, the U.S. distributor for Borrani.

The R1-257 Bimetal is a re-release of the original lightweight option wheel designed to fit Giuliettas and Giulias. While the standard wheels were all steel, these wheels have an alloy rim and steel center.



Produced in the original 4.5" x 15" size and standard 4x4.25" bolt pattern, these wheels exactly duplicate the originals. As an alternative to the regular bolt-on wheels, Borrani can supply wheels equipped for the Rudge center-lock system, plus full conversion kits. Pricing wasn't available at this time. 🍀

Pebble Beach Concours Shifts 2018 Dates

If you're planning ahead for either your annual or once-in-a-lifetime trip to the Pebble Beach Concours d'Elegance you should note that the 2018 event will be held August 26, one week later than usual.

The organizers have shifted their dates by a week from the traditional third week in August due to the scheduling of the U.S. Amateur Golf Championship, a travelling event returning to Pebble Beach for the first time since 1999.

This means that the other events sharing the week prior and weekend of the Concours will also shift times for 2018. The scheduling will return to normal in 2019. 🍀



Mother, May I Drive Some Great Wisconsin Roads?

AROC-Wisconsin member John Ehle is a driving enthusiast who knows how to put on a great event. Now in its fifth year, John's Mother May I driving event launched some 24 cars from a Beloit, Wisconsin, parking lot onto the rural roads of south-central Wisconsin on the Saturday of Mother's Day Weekend, May 13. The free, low-key, self-paced, pay-as-you-go event has grown in popularity every year.



Cars and drivers gather. The nearby Starbucks is handy for a morning pick-me-up.

Enthusiasts of every stripe converged on Beloit on a partly cloudy Saturday morning. The field included Porsches, Corvettes, Ferraris, Jaguars, Loti, and at least three Alfas. After a brief driver's meeting we were off on a 190 mile jaunt over the county and rural roads of South Central Wisconsin. The skies quickly cleared and we spent a glorious Saturday, with stops at Nick's Grandview Folk Art Environment and Tower Hill State Park. Lunch in Dodgeville and dinner in Stoughton provided the requisite sustenance.



Teams pay attention during the driver's meeting.

John is much too modest about the level of effort he puts into planning the event. He says he just starts with Google Maps and looks for the curviest roads. He says the biggest challenge is finding lunch and dinner spots capable of handling the growing roster of event regulars. Route notes are detailed and accurate, which is a good thing as the number and variety of cars often precludes lead-follow arrangements. A driving partner is recommended to aid navigation and increase the fun level.

Hopefully John will continue the tradition in future years. If he does, look for the announcement in the *Alfanatic*, or better yet email John at johnehle@comcast.net and ask to be added to the mailing list. 🍀



The art at Nick's Grandview Folk Art environment is delightfully whacky.



Hyde's Mill is a hidden treat along the route. Other surprises included an entire disused kiddy park and railroad in a farmer's field. (Sorry, no picture.)

Alfas at Auction – May

By Bob Abhalter

RM Sotheby's hosted its May 27 sale at Villa Erba on Lake Como, the day before and a stone's throw from the site of the prestigious Concorso d'Eleganza Villa d'Este. This was their fourth time as the official auction partner of the Concorso. The auction house posted gross sales of over \$28.5 million and claimed many record-setting sales. There were three Alfas offered among the consignments.



First was a **1965 Giulia Sprint GTA (AR752675)** in period racing trim. It was claimed to have traveled only 40 kilometers since a comprehensive restoration by its German owner, claimed to be a marque expert. The auction photos show a thoroughly clean car fitted with a single Sparco racing seat. A first for me was the shift lever, drilled along its length multiple times—a rather extreme example of “adding light-



ness.” That detail aside, it certainly looks as though one could go racing with this GTA tomorrow, although I think you might have to fit a proper fuel cell in place of the original gas tank still in place.

The car is claimed to be one of only fifty right-hand drive GTAs produced. Although many street GTAs were later converted for racing, this example was delivered in racing trim to the shops of Autotecnica Conrero, the noted Alfa tuner, and campaigned under their banner until 1969 when it was sold to a German racer who campaigned it in German Touring Car events for a year before selling it on to a fellow competitor, apparently with a blown engine.

It is claimed that the car retains many of the light-weight racing components developed for the GTA,

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but presumably not its original engine as no information on the present power plant was provided. Conrero campaigned their cars painted white with yellow noses. This car was taken back to what was presumably its original Alfa red color. The consignor stated that the body is all original, requiring no new aluminum to be added during its restoration. The GTA sold for \$283,500, possibly a bargain.



Next was a **1930 6C 1750 Gran Sport Spider** by Carrozzeria Sport S.A. (chassis 8513001). First purchased by a young German enthusiast, Baron Horst Von Waldhausen, heir to an industrialist family's fortune, the Spider was delivered to Switzerland where the young baron and his friends formed a racing team and campaigned the car with favorable results. By 1933 the car was effectively retired from racing as the baron's racing team moved on to larger displacement cars. According to RM Sotheby's, the car had three other Swiss owners, the last of whom retained possession for over 48 years before selling it in 2001 to a French national who commissioned a complete restoration. It is claimed that the car remains in its original configuration due to the careful custodianship of its last two owners.



According to the auction house, this car, done in alloy, is one of two examples with bodies by Carrozzeria Sport S.A. of Milan. At first glance the car looks similar to the relatively more plentiful Zagato-bodied Spiders. This car is distinguished as being the first of the fourth-series chassis produced. The pictures show a very well preserved example, showing only the wear one might expect of a well-cared-for older restoration. The original engine is still in the car and the ownership is claimed to be thoroughly documented. Unfortunately, no buyers could be found at the estimated range of €2.2 –2.6 million (\$2.49 – 2.93 million).



The final Alfa on offer was a **1952 1900C Coupe by Touring** (AR1900C 01173). Done up in a striking shade of green with brown and tan interior, the first-series coupe was distinguished by the fact the it was first delivered to England in right-hand drive configuration. According to the auction description, the car passed through at least five British owners in its first 32 years. By the time the car returned to Italy in 1984, its condition had deteriorated considerably and it had suffered severe roof damage. It was stated that the car underwent a comprehensive restoration within the last ten years, presumably while in the possession of the

second of its two Italian owners.

The auction pictures show a very clean looking car, inside and out, done to a very good driver standard. The car appears to be sitting a bit tall on its Michellins. All the shut lines look good, but some reflections in the frontal shot make the grilles look crooked—probably just a photo lighting issue and not a true defect.



There is nothing special about the engine compartment. All clamps and wiring look to be according to the period, except for the plastic fuel filter in the line to the carburetor. Inside, the upholstery and trim look reasonably fresh with only minor defects visible. The column shift was retained and, this being a rhd car, the lever is to the left of the wheel, which would probably take some practice to operate smoothly. The gauges are clear and clean, but there is a largish square hole in the dash where the radio used to be. The coupe sold for \$289,800, somewhat below the low auction estimate of \$309,000 (€275,000).



Earlier in the month Collector Car Productions staged its Toronto sale. The May 5-7 sale in suburban Mississauga, Ontario, had two Alfas on the docket. Saturday's offering was an aqua blue metallic **1984 Spider Veloce** with a blue leather interior. The car showed 119,000 presumably well cared for miles.



The Spider was said to have benefited from a recent extensive cosmetic restoration, with fresh paint, top, and interior. The consignor also paid for a new set of Starfire tires and a tune-up for a total of \$17,000 Canadian or \$12,444 U.S. The pictures show a stock-appearing Spider Veloce, let down only by the rub strips applied to the upper stile lines. The car sold at no reserve for \$22,550 CAD (\$16,506 U.S.), a pretty good price for an '84 Spider but probably not a bonanza for the consignor based on the cost of the restoration.

A similar car in similar colors and mileage fetched \$15,250 on Bring-a-Trailer in February of 2016, but failed to meet reserve at a high bid of \$9,100 when relisted by its new owner in January 2017. That listing stated the new owner had “purchased the car for his girlfriend, though it did not work out.” We are left wondering whether it was the car or the girlfriend that didn't meet expectations.



Sunday's offerings included a **1991 SZ Coupe** in the standard red with gray top and tan leather upholstery. These cars have been allowed into Canada for about ten years now but are just getting to the age where they can be imported to the U.S. This example was identified as being number 804 of the thousand or so



produced. It looked clean with some bagging of the driver's seat upholstery. All books and manuals were included, as well as the original car cover.

The mileage was not indicated. Bidding went to \$85,000 CAD (\$62,200 U.S.), not enough to sell the car. The seller was probably wise not to let it go for that amount, assuming everything was in good order.

Back in Europe, Bonhams held a sale in conjunction with the Spa Classic vintage event at the Spa Francorchamps circuit. The May 21 event included five Alfas but only two sold. The no-sales included a **1964 Giulia TI Super**, restored in 1999 to period racing specs and run in the Tour Auto. It failed to meet its reserve of \$100,000. A striking French Blue **1956 Giulietta Sprint Veloce Allegerita** (AR1493 E 02159) with known provenance and authentic details failed to reach its \$290,000 low estimate. Lastly, a **1969 GTA 1300 Junior** (AR 775403) with former Autodelta ownership and a well-documented and extensive in-period racing history missed the mark at a \$330,000 low auction estimate.

A **1959 Giulietta Spider** did sell at the Spa sale. According to the auction house, the car was originally delivered in Germany. No specific history is listed for the car but a comprehensive Italian restoration is claimed in 2013-2014.



The upholstery is white with blue piping in the original pattern and it shows well against the deep blue finish of the body. The close-up photos show some orange peel in the finish, along with other minor imperfections, but overall the Spider looks to be in decent shape. There are no pictures of the car with the top up. The sale price was \$82,586.

Photos copyrighted by and courtesy of the respective auction companies.



This same car (SN 1495 05821) was offered at the Coys Monaco auction in May of 2016. The results of that sale aren't available to me but I'm assuming the Spider failed to meet reserve last year and the consignor elected to try his luck with Bonhams. The other possibility is that a new owner tried a quick flip.



Finally, what does one do when one has a passion to own an Alfa Romeo Grand Prix car from the thirties but is shy of the fortune required to own a real one, or even one of those Argentinian Pur Sang reproductions? Why, one makes one's own—at least that's what a skilled German enthusiast did.

He produced a scaled-down evocation of the famous **8C2300 Monza** in the space of six months, starting in 2016 and finishing in time for the auction. The all-alloy body conceals a single-cylinder engine and kart rear axle with disc brake. Although billed as a child's car, it is large enough for an adult to pilot, and with 6.5 bhp on tap can probably get going fast enough to scare its driver. Is it absolutely authentic in appearance? Well no, but it's reasonably well done and handsome enough that one wouldn't be embarrassed to own it. Someone in the crowd thought it was worth \$14,194. 🍀

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:2485050606) 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

Period 101 Series Air Cleaners

Mike Juneau has an original 101 Series “Normale” air filter canister and a reproduction Veloce canister for sale. The Veloce unit comes complete with the pad-printed FISPA lettering but without the mount and straps.

He says, “The Veloces are exceedingly rare and the reproduction you cannot tell from the original. Any-one interested can drop me a line.”
alfaman1966gtv@gmail.com

Spider Parts

Member Paul Ristow is closing out his stash of parts from '75-'79 Spiders, including bumpers, trim, after-market 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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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/membership/>.



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'

