

# ALFANATIC

## ALFA CLUB MEMBERS VISIT AREA CLASSIC CAR BUSINESSES

By Bob Ludwigson

Last month two area car enthusiast businesses opened their doors to the Alfa and Ferrari club members for show and tell visits. The visits were arranged by club member Roy Ferrari.

First up on October 21, was JWS Classics, located in Greendale. JWS principals John Splude and Bob Pipkin were on hand to show club members around. The business specializes in buying high quality collector cars and reselling them to enthusiasts who want a car ready to drive or show. Bob Pipkin explained that they do not do restorations, but will make minor fixes or detailing work.



Guests tour JWS Classics shop - Bob Ludwigson photo

The cars on hand, mostly American classics, appeared to be in excellent condition. I noticed a very nice '60s Corvette and a late '50s Chrysler convertible. The weather that day was very good for October, and the member cars outside were almost as interesting as the cars inside on display.



The JWS parking lot also contained some fun cars.

One week later, on October 28, Valenti Classics opened their doors for our two clubs. Valenti Classics is run by Steve and Craig Valenti and is located in a business park in Franklin. This shop is a full-service car restoration and repair facility with 14 full-time employees. To me it appeared they could do all aspects of car restoration, including engine, body, and upholstery work. I suspect they could practically build a car from scratch if they had to. In fact, they were doing almost that with a Corvair, which the owner wanted updated mechanically, with clever body modifications as well as a new paint and interior.

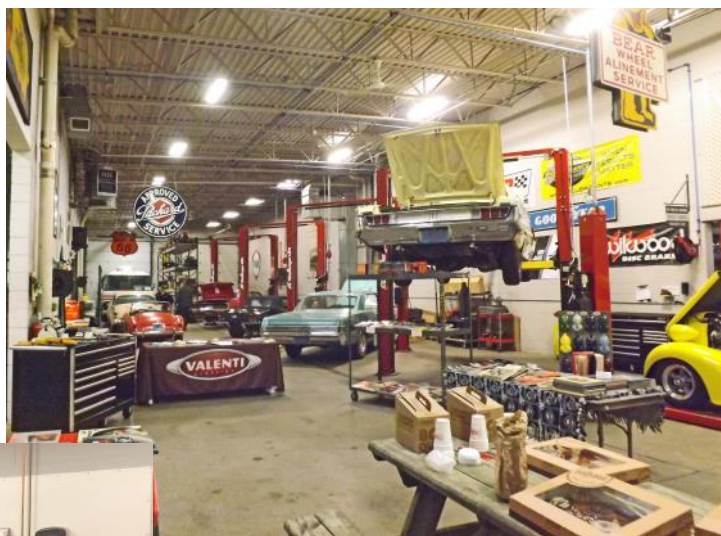
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We learned that they also had a complete body and paint shop located nearby. Steve told me that they wanted that part of restoration separate because it is a dirty business, compared to machining and assembly. Indeed, their shop was very clean.

For me, it was exciting to visit these two facilities and see work that you usually only see on television being done locally.



*Above - Part of the Valenti work area*



*Left - Valenti is building this very special Corvair for one of their customers. There is more trick stuff here than initially meets the eye, including fuel injection, exotic suspension mods, hidden side markers, the Fitch-inspired flying buttress roof, and all the modern conveniences.*

## **2017-2018 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)

- |                  |  |
|------------------|--|
| Jan 14-21, 2018  | <a href="#">North American International Auto Show</a> , Detroit, MI   |
| Feb 10-19, 2018  | <a href="#">Chicago Auto Show</a> , McCormick Place, Chicago   |
| Feb 24 - March 4 | <a href="#">Greater Milwaukee Auto Show</a> , Wisconsin Center   |
| March 9-11, 2018 | <a href="#">Amelia Island Concours d'Elegance</a> , Amelia Island, Florida                                     |
| May 5, 2018      | <b>AROC-WI Das Krurze Klausenrennen</b> , New Glarus, Wisconsin  |
| May 18-20, 2018  | SVRA Spring Vintage Festival Weekend, <a href="#">Road America</a>   |
| June 14-17, 2018 | WeatherTech® Chicago Region SCCA June Sprints, <a href="#">Road America</a>                                    |
| June 21-24, 2018 | Verizon Indycar Series Kohler Grand Prix and Pirelli World Challenge, <a href="#">Road America</a>             |
| July 19-22, 2018 | The WeatherTech® International Challenge with Brian Redman Presented by Hawk, <a href="#">Road America</a>     |
| July 27-29, 2018 | <a href="#">Concours D'Elegance of America</a> , Plymouth, Michigan  |
| Aug 2-5, 2018    | IMSA / Continental Road Race Showcase, <a href="#">Road America</a>  |
| Aug 4, 2018      | <a href="#">Show &amp; Glow by the Lake</a> , Veterans Park, Milwaukee   |
| Aug 5, 2018      | <a href="#">Milwaukee Concours d'Elegance</a> , Veterans Park, Milwaukee                                       |
| Aug 8-12, 2018   | <b>AROC Sempreverde 2018</b> (National Convention), Olympia, Washington  |
| Aug 23-25        | NASCAR Trucks and Infinity Series, SCCA Pro Trans Am, <a href="#">Road America</a>                             |
| Aug 26, 2018     | <a href="#">Pebble Beach Concours d'Elegance</a>   |
| Aug 26, 2018     | <a href="#">Geneva Concours D'Elegance</a> , Geneva, Illinois  |
| Sept 14-16, 2018 | Ariens Art on Wheels Weekend, Featuring the VSCDA Elkhart Lake Vintage Festival®, <a href="#">Road America</a> |

## More Shop Tour Photos



*The JWS Classics building*



*JWS Classics is John Splude's business, but it doubles as his man-cave, with very comfortable lounge area, full kitchen, offices, and a conference room, all decorated with John's collection of auto memorabilia. In the foreground to the left is John's Viper.*



*Above - We visited this Valenti facility in Franklin. It's one of two they have in the area.  
Right - Valenti has a variety of collector cars from a range of eras.*



## Briefs

### Alfa Romeo October U.S. Sales Soldier On

FCA reported total U.S. sales of 1,205 Alfa Romeos in October, a 5% drop from September's total of 1,268, bringing the year-to-date total to 8,557. Giulia sales dropped to 726, a stayed level at 916, a 21% drop from the previous month, but 45 4Cs left Alfa showroom, double August's sales numbers. Stelvio sales rose to 434 for a 32% month-to-month increase. FCA sales overall were down 13% from October 2016. Although retail sales were down only 4%, fleet sales declined 43%, in line with FCA's announced strategy of reducing sales to the daily rental sector.

### Stelvio Quadrifoglio Goes on Sale in Europe

The fire-breathing Quadrifoglio version of the Stelvio sport-ute was introduced in Europe last week. The price? A breathtaking €95,000 (about \$110,000.) For that price, the Stelvio Quad promises equally breathtaking performance, with a 510 hp, 445 ft. lb. 2.9 liter Bi-Turboed V-6 capable of 175 mph and a zero-to-100 km/h of 3.8 sec.

These numbers are claimed to be class-topping, continuing Alfa's quest to outdo the German competition. European deliveries are expected by mid-summer. There is no new word on the Stelvio Quad's U.S. introduction.

### New Giulia-based TZ?

According to [sportfair.it](http://sportfair.it) Zagato is planning to release a new TZ based on the new Giulia Quadrifoglio. In celebration of its 100th Anniversary, Zagato will produce a new TZ using the 510 hp bi-turboed V-6 from the Giulia Quadrifoglio. This would be the fourth or fifth iteration, following the racing TZ and TZ2 from the sixties and the Viper-based TZ3 Stradale and 8C-based TZ3 Corsa of 2010.



### Alfa Romeo Scores Well in U.K Reliability Survey

In the U.S., those of us who notice such things are used to seeing Fiat, and FCA products in general, score near the bottom of initial quality surveys. Prospective buyers of new Alfa Giulias and Stelvios can, however, take heart from a recent U.K survey that places Alfa Romeos sold in Britain on a par with many Japanese offerings and ahead of Honda.

According to [inews.co.uk](http://inews.co.uk), a survey of 14,000 vehicle owners, conducted by *What Car?* magazine placed Alfa products fifth in reliability of cars 0 to 3 years old, just ahead of Honda. Lexus was number one; Audi 12th; BMW 17th; and Mercedes Benz 23rd.

While its arguable that U.S. buyers may have different standards than U.K. buyers, perhaps this is a sign that it won't be necessary for new U.S. Alfa owners to develop close personal relationships with their dealer's service managers. 🍀

### What Car? 0-3 year Reliability Survey Top 10

Brand	Score
1. Lexus	92.1%
2. Mitsubishi	90.8%
3. Toyota	89.6%
4. Suzuki	86.6%
5. Alfa Romeo	85.8%
6. Honda	84.9%
7. Hyundai	84.8%
8. MG	83.4%
9. Ford	82.1%
10. Subaru	81.8%

### Links Worth Following

**Alfa Prototypes** - This [You Tube Video](#) is a compilation of Alfa Romeo prototypes presented over the years. The captions are in Italian with English subtitles. You'll most likely find one you didn't know about.

**750 Competizione** - This video from [thedrive.com](http://thedrive.com) features a little known prototype based on the Giulietta being exercised outside the Alfa Museum in Arese. 🍀

## 2018 Alfa Romeo Stelvio: The World's Best-Looking SUV?

*Alfa Romeo's new Stelvio, a crossover 15 years in the making, gives great face. But how does it drive? Dan Neil takes it for a spin.*

By Dan Neil, [WSJ.com](https://www.wsj.com), Nov. 2, 2017

**THIS HIGH-STEPPING** fashionista is the 2018 Alfa Romeo Stelvio, a five-seat, all-wheel-drive midsize crossover, in premium/entry-luxury country, with prices ranging from the low-\$40,000s to mid-\$50,000s. It's tardy to the party.



An Alfa Romeo SUV has been in the works for about 15 years, and such a vehicle has always been the linchpin of any theoretical return of the sporty Italian brand to the U.S. market. No doubt Alfa's dealers would have seen more foot traffic if corporate had started with the SUV model two years ago, rather than the exquisite, rarefied Giulia sedan.

And yet, people will buy the Stelvio anyway, for no better reason than that it gives great face.

First, the basics: Named for an awesome mountain pass in Italy that tourists have ruined, thank you, the Stelvio is in most respects a lifted Giulia sedan. Built on the same assembly line, in Cassino, Italy, the Stelvio benefits from the same lightweight fabrication, including the lavish use of aluminum for front and rear sub-frames, suspension bits and body panels. This diet, and exotica like the carbon-fiber driveshaft, helps the Stelvio achieve a quite svelte 4,044 pounds.

Thus the topline from any driving encounter must be the Stelvio's comparatively light, well-balanced nature (50/50 front/rear weight distribution) and agreea-

ble handling. It's also got quick, well-weighted steering (e-assisted, 11.8:1 ratio) and a small, flat-bottom steering wheel to wield it, with stitched leather like a Prada truncheon. Mom has always had a thing for leather.

Again, owing to the Giulia, the Stelvio is sprung like a sports sedan: double-wishbone front suspension and Alfa's own five-link array in the rear, all in aluminum. The primary difference is the taller steel springs required to raise the ground clearance (8.1 inches, 3 inches higher than Giulia). The overall damping works a little harder. If you are looking for the most serene ride and greatest cabin isolation, you can scratch the Stelvio off your list. Perhaps something in size Maserati?

And as with the Giulia, American buyers can choose between two engines, amounting to two very different cars. In the base and Ti model there dwells FCA's torque-y, game-as-hell 2.0-liter turbocharged four (280 hp/306 lb-ft), paired with an eight-speed automatic and rear-biased all-wheel drive, the Q4 system. Caned from a stop, the Stelvio will touch 60 mph in 5.4 seconds, says the factory—that sounds about right—and achieve a top speed of 144 mph. Goodly punch is to be had.

Our test car's Ti Sport package (\$44,990) layered on firmer suspension settings, 20-inch alloys, painted brake calipers, sport seats, aluminum pedals and shift paddles.

Thus equipped, the Stelvio is not just a pretty face. Put your right foot down and the turbo four sneers and snares happily between lashing upshifts and rev-matching downshifts. For maximum laughs, the drive-mode selector should remain in D for Dynamic, and gearshifts tapped out with the shift paddles.



Over rough pavement, our tester's big wheels trembled a bit in their sockets. The Stelvio's ride might be too busy for some consumers' tastes. And yet, in that initial reflex of commitment to a corner, the Stelvio dives for it like wide receiver.

Let's call that Regular Strength.

Extra Strength is the Stelvio Quadrifoglio, powered by a Ferrari-derived 2.9-liter twin-turbo V6 putting out 505 hp and 443 pound-feet of twist, and up-armored with a torque-vectoring rear differential, track-hardened suspension, bigly [Brembo](#) brakes and racy tires. In September a Quadrifoglio claimed the production SUV lap record of 7:51.7 around the Nurburgring, eight seconds quicker than the mighty Porsche Cayenne Turbo S. If your route to work takes in the Eifel mountains, the choice is clear.

I haven't yet had a go in the Quadrifoglio, but since it is the SUV version of what I consider the best-driving sport-sedan on the market, I feel certain there will be a lot to like. If only it weren't, you know, an SUV, with the driver's seat hiked another half-foot in the air. I was sorry to learn Alfa had canceled the Giulia-based wagon program. That would have been epic, shades of the 159 Sportwagon.



Perhaps you are beguiled. Don't be ashamed. These feelings are natural. On the con side, the Stelvio comes to us from the financially ailing FCA, which is worrisome. Among the possible scenarios, the company may change hands, partly or wholly, and the Alfa Romeo brand would be sold off. How might this affect dealer support in the U.S.? Further testing one's optimism are the Alfa owner forums detailing a lot of small but maddening glitches with the Giulia sedan. On the pro side, those same Giulia owners have probably helped debug the Stelvio, which shares nearly all the same hardware and software. I didn't experience any issues with the test car except a slight delay in screen-based functions and over-stacked menu struc-

ture, which the user negotiates with a central rotary controller.



Which brings us round to the biggest Why and the Stelvio's one blazing competitive advantage: its looks.

Alfa Romeo's hawkbill grille design dates back to the 6C 2500 Villa d'Este Coupe (1949) and became visually synonymous with the Italian company by about 1958 and the revered Giulietta series. The Villa d'Este Coupe also prototypes Alfa's raptor-eyed gaze, the headlights round, high and wide-set; though, 68 years later, the lenses of the Stelvio's bi-xenon headlamps make it look more owlsh than hawkish.

Officially, the grille shape is called the Scudetto, the "little shield." But feel free to indulge your inner Jung: an arrowhead, a cat's face (with whiskers), a heart, V for victory, V for mons Venus. Now that's marketing.

Whatever. It still works, and works fantastically well, particularly when judged against mutt-faced contemporaries such as the Lexus RX 350 or the Infiniti QX50. In my two weeks with the Stelvio, it turned more heads than an Army doctor. What's interesting is that, aft of the flourishing front end, the Stelvio reverts to a fairly conventional shape; so all this vox-pop is being generated by the first foot or so of a 15.4-foot vehicle.

If it seems like I'm overvaluing aesthetics in the marketplace, I wish it were so. It's you out there—impulsive, self-adoring, attention-seeking, waving your checkbooks at status-y crossovers. When it comes to the car-buying public, the irrational rules. Pretty sells.

Thank God, says Alfa Romeo. 🍀

## Alfas at Auction – September

By Bob Abhalter

### The Auburn Labor Day Auctions

Auburn, Indiana, celebrates its motoring heritage every Labor Day weekend with the Auburn Cord Duesenberg Festival. It bills itself as the world's greatest car show and festival and boasts tours, parades, and shows themed to the classic marques. The featured events include two auctions, operated by Worldwide Auctions and Auctions America, the AA auction being the larger, running from August 31 to September 3 this year. One does not always find Alfas consigned to the Auburn sales, but this year Auctions America offered three nice selections, all of which produced strong results.

A **1959 2000 Spider** crossed the block on September 2. It was finished in the traditional red, having received a fresh repaint, and sported the original interior in black vinyl. The trim looked complete and shiny. Only two owners from new were claimed. The consignor sourced a set of Borrani wire wheels and added them in 2015. The car came with the original tool kit in remarkably good condition. The odometer showed 44,621 miles. It was sold for \$118,000, well above the median price for these Touring-bodied Spiders.



*Auctions America's 1959 2000 Spider*

The day before, a **1967 Duetto Spider**, red with black upholstery, sold for a strong \$42,350. The Florida-registered car looked well cared for. The exterior and interior were stock-appearing and the paint looked very good. The headlights were not configured for covers. The convertible top was the proper vinyl and, while in good condition, appeared to have been on the car for a while. The owner added matching right and left side round-style mirrors

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and an aftermarket rear bumper guard. The seat upholstery looked nicely worn in and it appeared that the correct rubber mats were installed rather than carpeting. The engine compartment deviated somewhat from original with black-plated cam cover and cylinder head bolts. Although the car was billed as a 1966 model, the title read 1967—not all that unusual for these cars. All-in-all an honest looking, usable Spider.



*This nice, useable Duetto brought \$42,350.*

Finally, another red/black Spider, this one a **1986 Graduate** showing 47,143 miles on the odometer, was offered. There appeared to be nothing special about this car, but on the other hand nothing appeared seriously out of order either. The interior was clean and seemed appropriate for a 47,000-mile car. The glove box door was slightly warped and an aftermarket radio was installed. The carpeting was protected by generic floor mats. It was hard to judge the exterior finish from the photos provided but the convertible top looked sound and had a clear rear window.



*This '86 Graduate sold for \$13,750*

There was nothing special about the engine compartment. The Spider was well sold for \$13,750.

### **Meanwhile, in Europe...**

There were several European sales in September that featured desirable Alfas. RM Sotheby's London sale was held Wednesday, September 6, and offered a **1956 1900C SS Coupe**, SN 1900C10160. The Touring-bodied car was finished in blue with a gray top and a nicely patinated dark red leather interior. The car was originally sold to an Italian owner and over time migrated to Sweden. Two restorations were claimed, the latest in 2007, along with recent brake and electrical work in preparation for the sale. Although not obvious in the auction house's photos, on-site reports noted a ding in the driver side door, windshield scratches, and dried-out rubber seals.



*This 1900 is an auction frequent flyer.*

This car has an auction history, having crossed the block several times in the last ten years. It sold for \$66,496 at the Bonhams Gstaad auction in 2007. It was offered again in June 2008 at an Artcurial auction in Paris, having covered zero miles between auctions. The winning bid was \$145,000. It was next seen at a Bonhams auction April 30, 2010, where it sold for \$113,013. This time around the winning bid was \$204,821.

The British auction house Bonhams was busy in early September. They conducted their Goodwood Revival sale on Saturday, September 9, and held their Chantilly auction the following day. The Goodwood revival is on many enthusiasts' bucket lists while the *Chantilly Arts & Elegance Richard Mille* is a prestigious French Concours d'Elegance conducted on the grounds of Chateau de Chantilly, northeast of Paris.

At Goodwood, Bonhams offered a **1966 Giulia Super**



“Bollo d’Oro.” I was especially attracted to this Super because it has the same color combination of bianco spino with red upholstery as the one sitting in my garage. What my Super fortunately lacks, however, are the bold Bonhams logos festooned on this car’s flanks. For the uninitiated, bollo d’oro refers to the stylized gold cross and serpent logo attached to the C-pillars of this series.



*The Bonhams Super*

Advertising aside, the Super looks to be in good condition. It sits a little lower than stock on the stock steel wheels and sports a sump guard. Dual driving lights have been added and the fragile front grill looks unmolested. Inside, the nicely finished upholstery and carpeting are supplemented by a modern DIN radio and a “retro trip” rally meter. The dash top is lumpy and a fabric Alfa logo patch has been pasted adjacent the *Giulia Super* script on the wood dash inlay, covering up who-knows-what. The engine compartment shows signs of regular use. The auction company says it will need clutch and generator work.

The Super was sold first in Italy, claimed a 2003 restoration, and spent 2009 – 2014 in an Italian collection before being offered for sale at the Bonhams Paris auction in 2014 where it sold for \$29,799, *sans* its present decorations. Two guesses as to who the winning bidder might have worked for. Now, having completed its service as a rolling billboard, the sedan brought \$31,864, not much of an increase over the previous sale. If the new owner can remove the logos without damaging the finish, he should have a great event car.

The other Alfa offered by Bonhams at Goodwood was a **1964 Giulia Spider Veloce** with a suggested 22,170 km (13,302 mi) from new. The low mileage was not strictly documented, but was suggested to be correct based on some correspondence that came with the car. The Spider originally resided in Italy and at



*The Bonhams Goodwood Spider Veloce*

one time in the early eighties was in the hands of a dealer who claimed in a letter that the car was used very sparingly. At the time of his acquisition, the odometer registered 8,284 km. At some (unknown) time in its life the car was restored and in 2015 was sold to the U.K., showing 22,125 km.

The red car with black upholstery presents very well in the auction house’s photos. It looks like a very well restored and cared for Spider with just a few issues. Paint and trim are shiny and the body gaps are good. Somewhere along the line the car acquired dual trapezoidal mirrors of seventies’ vintage. Cloisonné emblems replace the original plastic ones and the *Veloce* badge on the trunk is incorrect. Inside, the dash is punctuated by a DIN-specification radio mount and incorrect but nicely done carpets replace the standard-issue rubber mats. The seats have that very-slightly-overstuffed and unused look. The original looking and unprepped engine compartment sports a crackle-finish intake plenum, an unusual deviation from standard.

The Spider was unsold, with an auction estimate of \$110,000 - \$160,000. In my opinion the asking price was too high. I think the seller was counting on the general condition, apparent originality, and claimed low mileage to raise bidders’ paddles. The car, however, was not strictly a survivor, having undergone restoration at an unspecified date, and was neither bone stock nor original. The few deviations from stock were from one viewpoint minor, but from another rather glaring. One doesn’t expect to see a modern radio cutout in a fifties-designed car and the incorrect *Veloce* badging on the trunk stands out like a sore thumb. As to mileage, dealer’s letters aside, the odometer could easily have gone around once prior to his acquisition. All these issues combine to lower the perceived value.

The Bonhams Chantilly sale included a blue **1963 Giulia Spider** with white upholstery and a factory hardtop. The car was originally delivered to North America and spent the majority of its time in Canada. It was under the care of a single owner since 1981 but is now in the U.K.



*All-original Canadian Spider*

The Spider is claimed to be totally original and to have no rust—a candidate for the preservation class at many concours. If the claims are correct the car has indeed been well cared for. The paint appears shiny, as is the chrome and other trim. The gaps appear normal and the convertible top nicely worn-in. There are some issues in the interior, a lumpy dash top being the greatest, with some wear showing in other areas. The speedometer is calibrated in kilometers, unusual for a car delivered to the U.S., even if it was intended for Canada, as the Canadians didn't convert to metric until the seventies. Perhaps a later upgrade.

The Spider underwent some mechanical reconditioning prior to auction—the usual things one would do if a car sat idle for a long period. The sale price was \$74,616, a figure that might indicate that the car looked as good in person as it was represented in the auction materials.

Also offered at Chantilly was a **1969 1750 GTV** in dark blue with saddle upholstery. No history is provided prior to the consignor's purchase of the car in Paris in 2014. The coupe underwent a 2016-2017 restoration at Sports Car Garage in Italy and is said to have been treated to a repaint, fresh seals, and carpeting. The exterior certainly looks the part. The paint is shiny and the trim fresh. Ride height is standard. The car has the earlier, rounded bumpers without overriders front and rear.

The interior looks good also, but after reviewing the photos, I went on a deep dive into the parts book to verify some of the details. In the U.S. we are used to seeing the very desirable “flying buttress” seats in

1969 GTVs. The seats in this car are the ones we saw on later cars. They are, however, listed in the parts book as available in later-production cars so they are probably correct. The door trim appears to be a mix of earlier and later elements. I also thought it unusual to see rubber mats instead of carpeting. The wood-rimmed Hellebore steering wheel looks handsome and overall the interior looks inviting, although there is some light pitting on the dash trim. The sill plates show the usual scratching from use and the engine compartment is driver-level. A close-up of the serial number on the firewall suggests the car's original color may have been white. The sale price was a very reasonable \$36,629.



*A nice camera angle for the Spider*

Alfa Romeos continue to be popular in auctions both in the U.S. and overseas. Blue chip cars from the thirties have always been prized, and the 6C2500 and 1900 series cars seem to be coming to auction more often. The later cars are becoming increasingly visible. Some have suggested that the introduction of new Giulias and Stelvios in the U.S. may have increased interest in the earlier cars, while in Europe, the stock of presentable late 50s through early seventies Alfas seems to have improved over the years. It's a good time for both buyers and sellers in the present Alfa market. 🍀



*Bonhams 1969 GTV*

## 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](mailto: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](mailto: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](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)

## 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



### 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](mailto:alfaman1966gtv@gmail.com)

### Wanted

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

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