

ALFANATIC

Save the Date

Saturday, April 7

The Annual AROC - Wisconsin Banquet
and
Business Meeting

Fox and Hounds Restaurant

Hubertus, WI

Details and Sign-up Next Month



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ICAMS Date Firmed

The date for the this year’s annual Italian Car and Motorcycle Show has been set for Sunday, August 12. The show, presented by AROC-Wisconsin and held in cooperation with Reina International Autos, is now in its twenty-first year.

Reina’s Brookfield location will again host a range of Italian iron (and aluminum) from around the area. Alfisti not planning on attending the national convention in Washington state will be there, rubbing shoulders with other Italian car aficionados.

Mark your calendars now and watch these pages this summer for your entry form.

Milwaukee Concours Show and Glow Changes Format

Milwaukee’s own Concours d’Elegance continues to evolve its offerings. Last year it changed its tradition-

al late August date to avoid a conflict with another well-established local concours. This year, the “Show and Glow” club day presentation will shift from Saturday to Sunday, August 5, and become the Show and Glow Paddock. The event, chaired by the irrepressible David Curro, will give concours attendees the chance to view entries from local car clubs as well as independent collectors as part of an overall concours experience.

Local car clubs are invited to assemble a field of cars for the paddock show. There would be an opportunity for Alfa owners to put together an entry and I’m sure event coordinator Bob Ludwigson will be giving this option consideration.

Comer Named Concours Director

Congratulations to our own Colin Comer, who recently was elected director of The Masterpiece Ltd., presenters of the Milwaukee Concours d’Elegance. Colin has long been associated with the concours and has served as chief judge for the past two years.



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

Feb 10-19	Chicago Auto Show , McCormick Place, Chicago
Feb 24 - March 4	Greater Milwaukee Auto Show , Wisconsin Center
March 9-11	Amelia Island Concours d’Elegance , Amelia Island, Florida
March 10	40th Annual Ferrari Literature, Art & Model Expo, Continental Auto Sports, Hinsdale, Il, 9am-3pm
April 7	AROC-WI Annual Banquet , Fox and Hounds, Hubertus, WI
May 5	AROC-WI Das Krurze Klausenrennen , New Glarus, Wisconsin
May 18-20	SVRA Spring Vintage Festival Weekend, Road America
June 14-17	Weathertech® Chicago Region SCCA June Sprints, Road America
June 21-24	Verizon Indycar Series Kohler Grand Prix and Pirelli World Challenge, Road America
July 13	2018 Millers at Milwaukee Vintage Indy Car Event, The Milwaukee Mile
July 19-22	The Weathertech® International Challenge with Brian Redman Presented by Hawk, Road America
July 27-29	Concours D’Elegance of America , Plymouth, Michigan
Aug 2-5	IMSA / Continental Road Race Showcase, Road America
Aug 5	Show & Glow Paddock at the Milwaukee Concours , Veterans Park
Aug 5	Milwaukee Concours d’Elegance , Veterans Park, Milwaukee
Aug 8-12	AROC Sempreverde 2018 (National Convention), Olympia, Washington
Aug 12	ICAMS AROC-WI Italian Car and Motorcycle Show , Reina International Autos, Inc.
Aug 23-25	NASCAR Trucks and Infinity Series, SCCA Pro Trans Am, Road America
Aug 26	Pebble Beach Concours d’Elegance
Aug 26	Geneva Concours D’Elegance , Geneva, Illinois
Sept 14-16	Ariens Art on Wheels Weekend, Featuring the VSCDA Elkhart Lake Vintage Festival®, Road America

Alfa News Briefs

Opinion...

"Sitting in an Alfa Romeo is like sitting in a bar in the city center of Milan. Sitting in an Audi is like being stuck in a post office in Berlin."

-James May

Deliveries of New Alfas Chug Along

Alfa Romeo delivered 1,648 cars in January, down 19% from December's total sales figure of 2,034. Sales by model were Giulia - 948; Stelvio - 688; and 4C - 12. As previously mentioned, Alfa's U.S. total 2017 sales of 12,031 were the highest ever recorded.

Ferrari Club Expo March 10

This isn't exactly Alfa news, but most Alfisti appreciate anything Italian, not the least cars wearing the prancing horse. The 40th Annual Ferrari Literature, Art, and Model Expo is slated for March 10, 2018, at Continental Auto Sports in Hinsdale, IL.

This long-established show, sponsored by the Central States Region of the Ferrari Club of America promises all sorts of Italian-themed Automobilia, including yearbooks, models, and original artwork. Chances are you will find some Alfa memorabilia there amongst the offerings.

The location, 420 E. Ogden Avenue, Hinsdale, IL, is just west of I-294 and not that much of a drive for Milwaukee residents. Hours are 9:00 a.m. - 3:00 p.m. and admission is free.

Two-Seater Group Releases 2018 Schedule

The Madison-area Two-Seater Sports Car Group has released its schedule of drives and events for 2018. The club's first scheduled event is a tour of the back roads of Dane and Iowa counties to be held April 22, followed by a drive to visit our own New Glarus event on May 5. In late September they plan a trip south to drive the Tail of the Dragon and visit other hotspots along the way.

Email David Fisher at fisher@davidfisher.com for a complete schedule and more information.

New Global Boss for Alfa Romeo and Maserati

Fiat Chrysler Automobiles N.V. ("FCA") (NYSE: FCAU / MTA: FCA) announces the following leadership changes, effective immediately:

Tim Kuniskis is named Head of Alfa Romeo and Maserati brands globally. Kuniskis, a 26-year veteran of FCA, most recently served as Head of Passenger Car brands in North America, which includes Chrysler, Dodge, Fiat and SRT. Prior to that role, he held a series of positions in the U.S. sales business centers as well as in the Dodge and Fiat brands.

In a related move, Steve Beahm is named Head of Passenger Car brands in North America replacing Kuniskis. Most recently, Beahm served as Head of Maserati North America, and previously led the Supply Chain Management group in North America. He also held a series of positions in the U.S. sales organization.

Reid Bigland, who was formerly Head of Alfa Romeo and Maserati brands globally, will continue serving as Head of U.S. Sales as well as president and CEO of FCA Canada.

"With the launch of the Alfa Romeo Giulia and Stelvio and the Maserati Levante complete, we must now intensify our focus on the commercial elements that will drive global growth for these brands," said Sergio Marchionne, Chief Executive Officer (CEO), FCA. 🍀

Links You'll Like

Friend of the club Bill Hall is a regular contributor to a number of publications. Read this post about the Elkhart Lake Vintage Festival recommended by David Ziglin:

<https://journal.classiccars.com/2017/07/30/elkhart-lake-vintage-races-truly-take-village/>

Speaking of vintage racing, check out this action involving a Giulietta TI at Goodwood found by Tom Heinrich:

<https://www.youtube.com/watch?v=83fgHiOysTQ>

Heinrich Takes Keith Martin to Task

Background:

I'm sure many of you read Keith Martin's Sports Car Market magazine and those who don't at least know about it. SCM has just celebrated its thirtieth anniversary. Keith got started by publishing the "Alfa Romeo Market Letter" from his kitchen table and grew it into the authoritative magazine it is today.

Publisher Martin has a stable that includes several Alfas and recently acquired a 2003 Porsche Carrera. His December 2017 opinion column posits that in the world of collector cars his 14-year-old Porsche is "the new GTV," that is the Porsche is today what the GTV was back in the '80s.

This opinion got member Tom Heinrich's attention and his reaction to Keith's column was published in the March 2018 issue of SCM, reproduced below:

Keith Martin, GTVs and 911s

To the Editor:

I felt alarmed and surprised to have read Keith Martin's column in the December 2017 *Sports Car Market* magazine ("Shifting Gears," p. 20). Not because it appears you have left the Alfa camp in favor of the vaunted Porsche mark, rather your reticence in the use and enjoyment of older sports cars, in this case, your GTV.

Certainly your point is well-founded regarding modern automobiles as being very large, generally well-built and driven by persons who should be paying better attention to the driving task than what text has arrived on their cell phone. And certainly a shunt between the Alfa GTV and a Chevy Suburban will favor the Chevy. But I would argue that probably the same result would occur with the Chevy Suburban and the 911.

However, I also think that in general American automobiles and pickup trucks of the 1960s and 1970s had a considerable weight advantage favoring the U.S. vehicle, so this situation has existed for decades. To successfully drive our small sports cars in a safe manner requires vigilance and anticipation while navigating through traffic.



Publisher Martin with a portion of his stable. Source: Sports Car Market

Your comment on having to get the car up above 3,500 rpm was particularly galling. Isn't that the whole idea of driving a small-displacement, high-revving sports automobile? There are few things more pleasurable than putting the loud pedal down and listening to the beautiful song of the motor, gears, intake and exhaust as we are propelled forward.

You seemed concerned that the performance wasn't up to modern automotive standards. In some respects, it's not. A new Honda Civic will probably out-accelerate a GTV — and possibly have better brake performance. It may outperform it on a skid pad. But the reality is very few people who drive these sorts of automobiles are driving hard or fast. I am passing *them* — not the other way around. I am constantly frustrated to find myself at the merging end of a freeway on-ramp having hit a whole 45 mph because the driver in front thinks it's dangerous to be going any faster when they try to merge. Or perhaps they are trying to be fuel-efficient and shouldn't accelerate to a safe merge speed? Perhaps this is a thread for another time.

I recently spent a week in California on business and rented a Ford Fusion, which got great gas mileage. But the chassis dynamics were a fright: Pitch, yaw, dive and roll — it had it all. I could actually lock the rear (maybe the front?) wheels during the panic stops on the five-lane freeways when everyone — for no reason — would decide to slam on their brakes. That is another topic for discussion, too. What is up with you California freeway drivers? Long story short, the dive was so pronounced that the weight shift would cause (I'm assuming) the rear wheels to lock up. Maybe it was the fronts. Either way, this is on a modern vehicle with antilock brakes. I'll take my GTV-6 any day.

My first sports car was a GTV 2000. It was a very fun

car, but it didn't fit my 6-foot, 3-inch frame very well. In 1988, it was traded towards a GTV-6, which I still have today. I doubt the GTV-6 is much faster or handles any better than a well-set-up GTV, but what a fantastic-sounding engine. And what a pleasure it is when the gearshift and clutch (nestled back in the transaxle) are mastered.

For the past 17 years, I have also had the pleasure of owning a Jaguar E-type. It is a sweet 1967 FHC (that's Fixed-Head Coupe, for you Porsche owners) with a 4.2-liter straight-six engine, dual overhead cams, Hemi head and three easy-to-tune SU carbs. Now *this* is the vintage car to own if you are having problems keeping up with traffic. You will have no worries in the acceleration department. Disc brakes all around allow for great stopping power. Yes, it is a little alarming to be at a stoplight and look out the window and see directly into the wheelarch of the full-sized pickup truck next to you, but once again, it is a situation where vigilance and anticipation govern how to navigate the roads we all travel.

I have no arguments that our vintage cars stop being fun when driven in stop-and-go traffic. But otherwise, they are a pleasure to experience.

And, by the way, the new GTV is not a 911. It is the Mini. While you opted for the 2003 Porsche, I picked up a 2003 Mini. My idea was to provide my kids a manual-transmission car they could learn to drive before I turned them loose on any of our vintage cars.

After I fitted a free-flow exhaust, my wife got a hold of the car and has rediscovered the joys of driving a manual-transmission automobile. You can't help but smile while ripping through the gears. Yes, you have to drive it hard to keep up with, or ahead of, traffic. But isn't that the idea?

She has kept it as her "new" car, and the kids have yet to touch it. Now summer and fall have gone, and winter in Wisconsin means salt on the roads and the vintage cars get put away for winter slumber. So in the spring, I have to take away my wife's new fun toy ("Not," as she would say) or buy something else with a manual transmission that the kids can learn on. Keep up the good work at *Sports Car Market*. It is my favorite magazine, one I look forward to receiving every month. — **Tom Heinrich,**
Milwaukee, WI ♦

In Search of the Greatest Alfa Romeo Ever Made

By Brendan Mcaleer from [The Globe and Mail](#), June 5, 2017

With the launch of the Stelvio crossover and the Giulia sport sedan, Alfa Romeo is back in a big way. Even with a host of luxury brands on the table already, this is good news for drivers as Alfas always seem to have something special tucked away beneath their sheetmetal: When first we saw Dustin Hoffman's red Spider Duetto crossing the Golden Gate bridge in *The Graduate*, we knew it was a sensual slice of la dolce vita. To get a better idea of the essence of Alfa-Romeo, we polled some Alfisti to find out which were the greatest ones ever made.

"For me, it's the Tipo 33 Stradale," Ralph Gilles replies without hesitation. The Montreal-born head of Fiat Chrysler Automobiles' global design department speaks from the heart. "It's the sensuality of it. I can't walk by that car without stopping to admire the styling."



Alfa Romeo 33-2 Stradale (FCA)

The Stradale is a great choice. Based on the Tipo 33 racing machine, it's a hand-built masterpiece. Power comes from a mid-engined 2.0-litre V-8, which revs to a staggering 10,000 rpm. The racing version did well in its class, but the street car is the real heart-stopper, perhaps the only machine that can make a Lamborghini Miura look reserved.

Seeking to bathe in the halo from this heritage, FCA brought a 1968 33 Stradale to last year's Los Angeles Auto Show. While manufacturers spoke of the electric future, Alfa-Romeo fired up that screamer of a V-8 and revved it up. A typically Italian thing to do.

However, the Stradale is also extremely rare and valuable to the point that you only might ever see one onstage at a show. Gilles has another pick. "On the more accessible side," he says, "there's the GTV. I

have one, a 1969; it's a car I've loved since I was a kid. It's actually my second one: I made a half-joking offer on it and the owner accepted. My wife was only 50 feet away. I had, as they say, some 'splaining to do."

The Gran Turismo Veloce version of the 105/115 series Alfa-Romeo coupes are stunning machines. Penned by Giorgetto Giugiaro in his first years at the Bertone design studio, it is a fierce little 2+2 with a revvy twin-cam engine. Prices are on the rise, but it's still in the realm of affordability.

However, this is a quest for the greatest Alfas, not just in beauty, but in speed. For the latter, you'd be hard-pressed to match the ill-fated 164 Procar. From the outside, it looked like a standard 1980s Alfa-Romeo sedan. However, the performance was insane: 0-100 km/h in two seconds and a top speed above 350 km/h.



Alfa Romeo 164 Procar (Wikicommons)

The reason the Procar could outrun Formula One cars of its era was because it was essentially a F1 car with less downforce. Underneath a removable carbon and Kevlar composite body was a 3.5-litre, 620-horsepower V-10 mounted amidships, massively fat racing slicks and an aluminum racing chassis. Regrettably, its intended racing series never came to light, so the 164 Procar never turned a wheel in anger.

A little madness should be baked into every Alfa, as well as sensuality, but the Procar is more an evolutionary dead-end than a truly great car. Let's wind the clock back a little.

Our next Alfa is the first choice of both a Pebble Beach judge and a mechanic who brings prewar machinery back to concours-winning elegance. Nigel Matthews is our judge, a long-time expert on classic machinery and a former body man with plenty of experience working on Italian machinery. Rob Fram is our mechanic, one of the three artisans at RX Auto-

ble Beach and Villa d'Este in Italy.

For my Concours interests, it would be a 1938 Alfa Romeo 8C 2900 Berlinetta," Matthews says. "The amazing detuned Vittorio Jano supercharged straight eight-cylinder engine is an absolute masterpiece, both visually and to the ear."



1938 Alfa Romeo 8C 2900 (RX Autoworks)

"Two-hundred-and-thirty horsepower of twin cam, twin supercharged dry sump straight-eight in a 2,300-pound car," Fram says. "Independent suspension, dashboard adjustable shocks, huge hydraulic brakes: all in 1937." Having taken just such a car for 5 a.m. highway shakedown runs, he knows what he's taking about.



1938 Alfa Romeo 8C Le Mans (FCA)

The 8C is just about perfect. It's unutterably beautiful, advanced and powerful, yet, also graceful. It's the kind of car that could rip off demonstration laps around the circuit at Monaco, then spend the weekend on a plinth in the Louvre.

Fram and Matthews have a couple of backup choices, too, both from 1965: a Giulia TZ2, and a Giulia GTA. The former is a sort of 7/8ths scale Ferrari 250GTO, the latter is an alloy-bodied version of the GTV. Both would excel in vintage racing.

And it is to vintage racing we are to look if we can find one Alfa-Romeo to stand above the rest. Its importance may not be apparent immediately, as it's an elderly-looking machine, neither as advanced as the 8C, nor as swooping as the 33 Stradale.



The Alfa Romeo P3 used by Tazio Nuvolari to win the 1935 German Grand Prix is on display at the Monterey Historic races in 2015. (Brendan McAleer)

It's the Alfa-Romeo P3, specifically the car used by Tazio Nuvolari in the 1935 German Grand Prix. Hugely outgunned by the vastly more powerful and advanced German Silver Arrows racing team (state-funded as a propaganda tool of the Nazis), it roared to victory in the final lap, stunning hundreds of thousands of onlookers—including the ruling elite of the Third Reich.

I called up my friend, Sam Smith of Road & Track, who drove the car on track this spring.

“Set aside the machine,” he said. “What it does, what it looks like. That’s one of the few cars on earth where the emotion and romance intersect with an almost universal moment in history. A kind of triumph of romanticism and good over an onslaught of technology. You can almost smell it in the leather, breathe it in the oil. That car, the moment it represents, all of it—it’s just a weird, rare kind of magic.”

This is where we find what makes Alfa-Romeo special. It's not in the performance or the styling, not in performance figures or auction prices. It's in the humanity you can see, the bravery and triumph and optimism of those who built and raced them.

It'll be hard to translate that ephemeral quality into modern concepts such as crossovers and sales results, but the return of Alfa-Romeo comes with hope for the future. The Giulia was designed and brought to market in a short period of time and it arrives with a few fingerprints still visible. It has flaws. It's not entirely polished. Nuvolari probably would have loved it. 🍀

Could Tax Law Changes Affect the Collector Car Market?

The recently passed package of tax reforms contains some minor-sounding language changes that could possibly have a long-term effect on the collector car market. The changes were in the language governing the IRS section 1031 like-kind exchange.

Simply stated, 1031 exchanges have been used to defer the payment of capital gains taxes. As long as the proceeds of a property sale are used to purchase similar property, the gain in the sale can be rolled forward. The rules are complicated and involve a number of steps which needn't concern us.

Before the passage of the tax reform bill, 1031 exchanges applied to “property,” which included collectibles such as art and collector cars, as well as “real property,” i.e., real estate. Now the section has been rewritten to apply to “real property,” only.

Colin Comer, writing for Hagerty.com, explains how this change could affect a collector who sells a long-held collector car for a healthy profit. Before the rules change he could defer taxes on his capital gain by purchasing another collector car. Under the new rules the tax comes due upon the sale.

Colin also points out that limit changes and perhaps eventual elimination of the death (inheritance) tax will allow assets like collector cars to be passed on as part of an estate without the heirs having to worry about partial liquidations to cover the tax bill. 🍀



The Alfallac: A Curious History

Edited from a story by Rogerio Ferraresi which appeared at Hemmings.com, Oct. 8, 2017

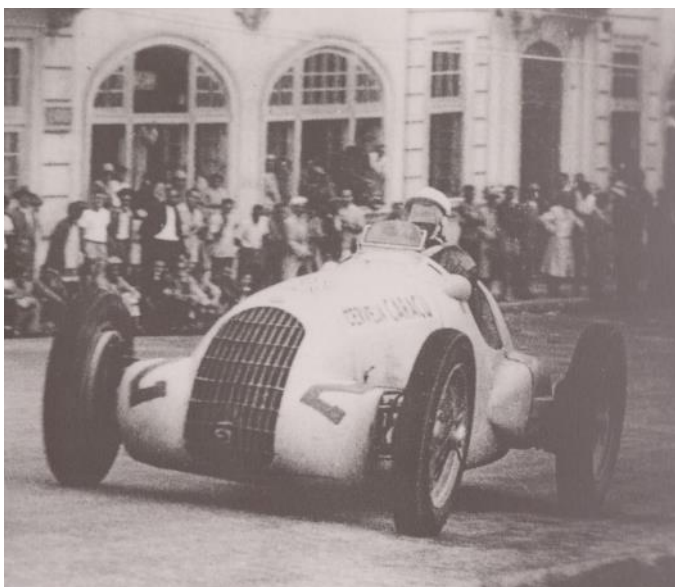
Editor's comments: Many important European race cars of the '30s and '40s ended up in South America. Many were modified or rebodied when their original engines failed or after they were involved in accidents.

The story of this Alfa 8C 308 is one I haven't seen elsewhere and presents information that doesn't mesh neatly with that to be found on the 'net but the details are believable and no less an authority than Simon Moore seems to at least be aware of the car. -Bob A.

Converted from racing car to sports car and ultimately returned to its original configuration, this is the saga of the Alfa Romeo 8C 308 that was a prominent in Brazilian racing, both pre- and postwar.

The Car

A total of eight model 8C 308 monopostos were produced in 1938. They were designed by Gioacchino Colombo under the supervision of Enzo Ferrari, then responsible for Alfa Corse, the company's racing department. It had an eight-cylinder inline engine of 2,991 cc, mated to a four speed gearbox, powering a chassis with four-wheel independent suspension. This model was piloted in Europe and America by Tazio Nuvolari, Luigi Viloresi, Eugene Siena, Clement Biondetti, Carlo Pintacuda, Jean-Pierre Wimille, Oscar Alfredo Galv ez, Louis Durant, Walt Brown, Chet Miller, Johnny Mauro and Raymond Sommer.



The Brazilian 8C 308 at Gavea in 1947

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Curiously, the model's first victory was in Brazil, more precisely in Rio de Janeiro in 1938. Pintacuda won the Grande Prêmio da Cidade do Rio de Janeiro.

In 1946, following the end of WW II, Count Francisco Scarpa bought the 8C and had "Cerveja Caracu" painted on its flanks. Scarpa was an interesting figure of the history of South America. An industrialist he inherited his father, Nicolau's fortune. Nicolau Scarpa, an Italian immigrant, created the popular Caracu Beer, named after a breed of cows peculiar to colonial Brazil.

Francisco ultimately owned forty farms, a sugar factory, and holdings in metallurgy and fabrics manufacture. In the 50s, he traveled by ship to Europe with his family and shipped with them a cow which was milked whenever the children asked for a baby bottle. He died in 2013 at the age of 103. "He was born rich, lived rich and died rich," summed up the family lawyer, Marco Antonio Fanucchi.

Scarpa entrusted the 8C to the Brazilian driver Francisco "Chico" Landi Sacco (1907-1989) who promptly won the 1946 Circuit of Quinta da Boa Vista in Rio de Janeiro.

In 1947, Landi and the 8C 308 won the VIII GP da Cidade do Rio de Janeiro beating names like Achille Varzi and Viloresi. He also won or placed well in several races in Sao Paulo and elsewhere in Brazil. The car came to be called "Cash Register" because it was hard to beat. Much of the 8C 308's success was due to Landi's expertise. He had the skills to compete with the best Europe had to offer at the time.

Alfallac Sports Car

In the early 1950s Scarpa sold the car to Henrique Casini (1900-1981), a wealthy industrialist and racer, one of the great names of Brazilian motoring, who

campaigns the Alfa extensively. Ultimately however the 308 was outclassed and fell into disrepair and disuse, its engine blown.

Determined to recoup his investment, Casini decided to create a new vehicle based on the Alfa Romeo

chassis. He designed a body to be hand built in aluminum which incorporated elements from other contemporary cars, for example the radiator grille headlights, and taillights from the 1955 Chevy Bel Air.



Model Tutsi Bernard in 1957 with the Casini Alfallac

The convertible Alfallac sported a two-tone paint job and had a hard top formed in wire and covered with cloth. The steering wheel was from an Austin A40 and

the wheels were from the 1953 Buick Skylark, shod with whitewall tires. The engine was from a 1954 Cadillac which was mated to the original Alfa transmission and all-independent suspension. Weighing only 900 kg, (1,984 lb.) the Casini convertible, could reach 130mph.

While still in development the car was entered at the Interlagos Circuit in São Paulo in a "Mecânica Nacional" ("National Mechanics") race. The Alfallac finished in second place and broke the track record.

After that, the car disappeared. It is believed to have gone through several Brazilian owners before turning up in Europe in the '70s as part of a lot of several Ferraris, Maseratis, Bugattis and Alfa Romeos purchased by British dealer and collector Colin Crabbe.

In the late 1990s, at an event held in England, a collector displayed an Alfa Romeo 8C 308 stating that it was the same car Chico Landi won the Gavea in 1948. If the fact is true, it's likely Casini's creation was scrapped and the chassis used to recreate the form of the original car. Thus one of the most interesting sports cars made in Brazil during the 1950s was lost.



Classifieds

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

For Sale

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 re-conditioning 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

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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