

ALFANATIC

September's Area Events

First Annual Ephraim Hill Climb and Concours d'Elegance.

Ephraim, Wisconsin, September 11-12, 2015

The Ephraim Vintage Festival LLC in association with the Vintage Sportscar Club, CLASS, Cooper Technica, and the Concours d'Elegance of Chicago is pleased to announce The Ephraim Hill Climb and Arbor Crowne Properties Concours d'Elegance featuring rare Pre-War European, and American Classics, and significant post-war Sports Cars, September 11, 12, & 13. In addition to a hill climb and Concours d'Elegance, planned events include a welcoming party Friday evening, trollies running to local shops and spas on Saturday, and a dinner dance Saturday night. Visit www.ephraimhillclimb.com for details and registration or contact John Baker Welch at 312-364-8435. See inside for more information.

VSCDA Elkhart Lake Vintage Festival, Road America

Road America, September 18-20, 2015

Bid goodbye to summer with a pilgrimage to Road America for the last of its three vintage race weekends. The spring and fall events serve as bookends to the larger Hawk event in July. They tend to be lower key but can be just as entertaining. That said, racing featuring around 250 vintage racers should provide ample interest. New this year is a Jaguar Clubs of North America Challenge including a rally, and concours, and a gathering of Allards. If you are so inclined, you can participate in a tour following the path of the original Elkhart Lake road races. Saturday evening features a "Gathering on the Green" concours at the Osthoff resort. And the price is right, at \$40 for a weekend ticket and \$20 each for Saturday and Sunday spectators. Visit the Road America website for details.

In This Issue

- President's Column
- Events Calendar
- Don't Do What I Did, Part 2
- Milwaukee Masterpiece Reports
- Auction Report
- Club Member Wins at Pebble Beach
- Want Ads



President’s Column

For those who made it to our Seven Seas Dining Event, I’m motivated to report that while the weather was memorable, it did not dampen your spirit. Bravo! I’ll miss former active club member Charlie Fenton. When I spoke to his wife Deb at the recent memorial service she indicated that they wanted to make it to the hill climb this year, but he was not able to finish the transmission rebuild on the Datsun 1600 roadster in time. If anyone has photos of Charlie from our past club events please pass them along to me and I’ll make sure they get to Deb.

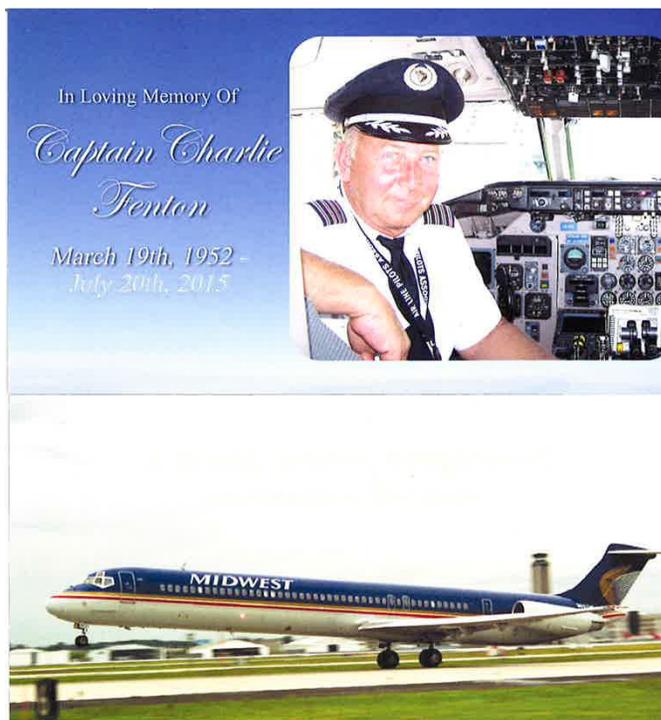
I recently learned through Joe Cabibbo Sr. that a former neighbor of Tom & Beverly Caulfield is spearheading a fund raising effort to provide a memorial for Tom. I had a phone conversation with Jackie Wood, a dear neighbor of Tom & Beverly Caulfield for about 30 years. She lives a half block away, and reported that she had a ride in just about every car Tom had owned. It was her idea to donate and dedicate a park bench in Tom's honor. The park is near the Courthouse Hill neighborhood where Tom & Beverly lived. I am aware that Tom was quite active in at least three (3) different car clubs and so I’ve reached out to the regional chapter of the Ferrari Club of America and the Vintage Sports Car Club (VSCC).

She was excited at the possibility that 3 car clubs dear to Tom might be involved in supporting the effort. The figure is \$1,348 for a durable iron park bench and \$175 for a plaque which could be engraved with the car clubs and other significant donors. When we spoke, about \$200 had been raised through friends/

neighbors in the Courthouse Hill area. She indicated that she would expect to have a dedication ceremony once things are in place. She also described other needs for the park. A round picnic table goes for \$800.

AROC-WI has donated \$450 to the cause. If any individual is so motivated to donate, checks can be made out to the City of Janesville Parks Dept. and sent to Jackie Wood, 119 S Wisconsin St Janesville WI 53545. Questions: call Jackie @ [608 752-0295](tel:6087520295).

Ciao,
Gary Schommer 🍀



2015 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

- September 6 Lake Mills Cars and Coffee, Lake Mills, WI
- September 11-13 VSC Ephraim Hillclimb and Concours, Ephraim, Wisconsin
- September 13 Two-Seater Group drive to International Crane Foundation Baraboo, choonlu29@gmail.com for details
- September 11 Goodwood Revival
- September 13 [Wheels of Italy Car Show](#), Minneapolis, MN
- September 18-20 VSCDA Elkhart Lake Vintage Festival, Road America
- September 19 Two-Seater Group drive to Road America, email choonlu29@gmail.com
- October 3-4 [MVP Tracktime](#), 6th Annual Cheese-heads on Track, Road America
- October 4 Lake Mills Cars and Coffee, Lake Mills, WI
- May 7, 2016 (T) **AROC-WI New Glarus Hillclimb** New Glarus, WI
- June 3-5, 2016 [Concours d’Elegance of Chicago](#), Northerly Island, Chicago, IL
- June 16-19, 2016 **AROC National Convention**, Nashville, TN
- August 7, 2016 (T) **AROC-WI Italian Car and Motorcycle Show**
- August 27-28, 2016 The Milwaukee Masterpiece and Saturday Club Day, Veterans Park, Milwaukee

Alfas Wanted for Ephraim Hillclimb

Organizer John Baker Welch wrote me recently outlining the program for the inaugural running of the Ephraim Hill Climb and Concours d'Elegance, September 11-13. He lamented the paucity of Alfas signed up for the event. A sole 1974 GTV is alone among the impressive entry list. There is still time to sign up for the event, which promises to be a great weekend in Door County, including social events, shopping expeditions for non-participants, and more. Visit the Hill Climb website at <http://ephraimhillclimb.com/> for complete information.

The Ephraim Vintage Festival LLC in association with the Vintage SportsCar Club, CLASS, Cooper Technica, and the Concours d'Elegance of Chicago is pleased to announce The Ephraim Hill Climb and Arbor Crowne Properties Concours d'Elegance featuring rare Pre-War European, and American Classics, and significant post-war Sports Cars, September 11, 12, & 13.

The Ephraim Hill Climb and Arbor Crowne Properties Concours d'Elegance is unique among North American classic automobile Concours, as this event also includes the Kort Bakkelop (Norwegian for Short Hill Climb). This beautiful and challenging course will wind its way through the picturesque village streets and traverse the steep Niagara Escarpment left by the glaciers.

A welcoming party is planned for Friday Registration and Technical Inspection held at the Old Village Hall sponsored by Arbor Crowne Properties. The Village Hall will serve as event headquarters throughout the weekend. Scenic boat rides and horse drawn carriage rides, and savory breakfast, lunch and dinners at charming cafés will be available all weekend within walking distance from the Hall.

Saturday savors the flavors of Door County with trollies leaving the Village Hall escorting the families of the participants to multiple art galleries, stops at bayside cafés, unique Door County boutiques, a delightful spa, and to a world renowned cooking school.

The Kort Bakkelop, (Hill Climb) runs will begin about 11:00 AM and continue to about 3:00 PM.

The Dinner Dance will commence at 6:30 for all event marshals, judges, and participants at the Village Hall, overlooking the magnificent Eagle Harbor. Cocktail Attire is required, and 1946 apparel is wonderfully accepted to attend this event. Dinner winds down with desserts and dancing with music delivered on stage by a traditional swing band.

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

The combined \$200 entry fee for the Ephraim Hill Climb and Concours includes the following benefits:

Multiple cars entered (same entrant/owner) at no additional cost. (Additional drivers \$30)

Complimentary wine and food at the Friday registration party sponsored by Arbor Crowne Properties of Ephraim www.arborcrowneproperties.com.

The historic and beautiful Village of Ephraim, is located in picturesque Door County Wisconsin, one hour north of the City of Green Bay on Highway 42. Ephraim is situated perfectly along Eagle Harbor. The events will be held in the heart of Ephraim's Historic District, home to charming shops, boutiques, restaurants, and a wide variety of elegant and charismatic hotels and B &Bs, most within walking distance to all weekend events.

For more event information and lodging call 920-854-4455 or www.ephraimhillclimb.com

DON'T DO WHAT I DID—I'LL NEVER DO IT AGAIN!

By Gary Schommer

Part 2

In the first installment, readers will remember that Gary drove his GTV to work, planning to do a half-day, then head for New Glarus and the hill climb. On the way in, however, his rear brakes started dragging after a vigorous application. He made it to work but was unsure whether his car could make the trip. He guessed that the problem could be a failing vacuum booster but wasn't sure what was wrong...

I left my workplace in New Berlin shortly after 11:00 a.m. The plan was to take scenic backroads over to New Glarus. Unfortunately I had only gotten just south of Waukesha when the rear brakes started to drag again. It became apparent that I did not have a problem with the brake vacuum booster system. I promptly pulled over to the side of the road, shut off the car and pulled out the cell phone. I keyed in AAA road service. I was unable to get through due to weak signal strength!

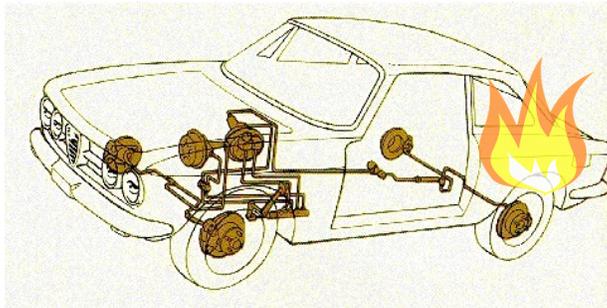
A while later a fellow in a 914 Porsche pulled over and parked in front of me. He asked if I need any assistance. I declined explaining that my rear brakes were dragging, but once they cooled down, I'd be able to go another dozen or so miles and work my way home to Menomonee Falls. I explained the issue with my cell phone and informed him that if need be I can call AAA further up the road when I have a stronger cell phone signal. He offered the use of his cell phone to call AAA but I declined. He smiled as he left and went on his way. I would later regret this.

After things cooled down, I made it about a mile south of Hwy 164/Main Street in Waukesha and the brakes really started to drag heavily so I pulled over again. This time the rear brakes were really hot and I'd not made it as far as my previous distance. I attempted to call AAA again. This time I got through. Although I could hear them, they could not hear me. I was starting to get annoyed!

I stopped for lunch and let things cool down (both the car and me). I thought of calling AAA from the fast food restaurant but I rationalized that I could make it home, pulling over when necessary. I knew that at

some point I'd have sufficient phone signal strength to get through but then I'd have an extended wait for AAA flat-bed service to come to my aid. My goal was to get to New Glarus in a timely manner. So onward I went. I was proud of the fact that I gradually made it from Waukesha all the way through Goerke's Corner without having to apply the brakes in any way. Surely this would be effective in minimizing heat input to the brakes.

Heading north on Barker Road, I made it over the railroad tracks and a little beyond when the brakes started to drag again. The shoulder of the road is pretty narrow in this stretch and it is a busy road. I figured I could make it to the Safro Toyota lot and cool down there. Well, make it to Safro I did, but only barely. Near my destination I had to downshift as the engine was bogging down. When I got out, I noticed smoke and a fire coming from the left rear wheel. I could see the small lick of flames through the holes in



the steel wheel. I quickly pulled out my fire extinguisher and released a spray. I quickly went to the other side to determine whether it too was on fire. It was smoldering but there was no visible fire. None the less, I gave it a blast and went back to the left rear wheel again, emptied the fire extin-

guisher and determined that I had better get a bucket of water from Safro.

As I was explaining to the car wash employees why I needed a bucket of water, someone called 911 to report a car fire. Two buckets of water on the left rear wheel and one on the right rear wheel took care of it and by the time the Brookfield Fire Department arrived everything was under control. They inspected the Alfa to make sure the fire was out and were on their way. I was still unable to connect with AAA for flat-bed service as the cell phone signal strength was inadequate. I used Safro's land line to call in.

Fire damage was limited to:

- Left rear tire – it had actually started the sidewall on fire and had popped.
- Left rear steel wheel was scorched
- Hub cap plastic trim ring with the *ALFA ROMEO* script popped off due to the heat
- One axle limit strap

Repairs consisted of:

- Two new rotors
- Two remanufactured calipers
- Two new tires

- Refinishing of a spare steel wheel
- Replacement of the rear reinforced rubber brake line
- Replacement of the two axle limiting straps
- Polishing the heat affected hubcap and replacing the plastic ring using one from an old spare

What happened that caused the rear brakes to drag? It was apparent upon disassembly that there was no friction material to be found on any of the rear pads. Were the pistons hanging up? Was there a problem with the master cylinder? Was the rear hose collapsed and holding pressure? I'd had the car out a few times in late April and had not experienced or sensed any brake problems.

My belief is that the pads on the rear were so old that with a hard quick stab of the brakes, the bonded friction material fell off. This then caused hyper-extension of the pistons when the brakes were applied. The hyper extension of the caliper pistons prevented the piston from retracting.

Lessons learned:

- Do not continue to drive when the brakes are overheating. Enough heat can be generated to start a fire even when there is no friction material left, just metal-metal.
- Don't be so proud as to turn down assistance from someone. (Even a Porsche driver.)
- If your cell phone is in a dead zone, take advantage of business or residential phone. (I must resist the stubborn German in me.)
- Equip yourself with a large type A-B-C fire extinguisher. The old one had 2.9 lb capacity. The new one is 5 lb.
- Check all elements of your braking system regularly.
- Maintain your vehicle in all regards.

Further action taken: My cell service has been changed to a different provider.

I am lucky that the damage was limited and that the Alfa did not totally go up in flames. As for me, my ego was bruised a bit and I found the incident to be very humbling. I've shared the story here so that you might benefit from my mistake. 🍀

ICAMS CAR SHOW UPDATE

By: Bob Ludwigson

As reported in my article about the 2015 ICAMS car show last month, the proceeds were to go to the American Heart Association. However, due to publishing deadlines, the exact amount of the donation was not known.

I am now happy to report that a total of \$1249.00 was forwarded to the Heart Association. Way to go guys!



BEAUTIFUL WEATHER BRINGS OUT THE CARS AT THE MASTERPIECE CLUB DAY

By: Bob Ludwigson



Alfas at Club Day

Photos - Bob Ludwigson

Saturday, August 22, saw cars displayed at Club Day at the M, part of the Milwaukee Masterpiece concours weekend. For those not familiar with the Masterpiece, it is a two day car show. Saturday is Club Day, when members of local car clubs show off their cars. Many clubs were in evidence. I saw MGs and other British cars, Mercedes Benz, Ferrari, Porsches, and clubs representing modified cars. Fortunately, hot rods and muscle cars were in the minority.

For the first time this year, '60s and '70s speed boats were also displayed. In addition to the cars, several auto-related vendors had tents displaying their products. Reina Auto had a tent in which was displayed a new Alfa 4C, of all things. Apparently they had just purchased it from a Chicago dealer—unfortunately not in time for our ICAMS show.

Sunday is a totally different show, with concours

quality cars that are on exhibit by invitation.

Various awards were presented on Saturday, with voting by the spectators, sponsors and judges. Here are the winners:

Sponsor's Choice Award 1961 DeSoto,
John Dales, John Eggert

Chief Judges Award 1959 South Seas Samoan boat,
Bill and Nancy Anderson

People's Choice:

1. 1934 Chevrolet, Charlie Hanson
2. 1971 Jaguar XKE, David Brickman
3. 1976 Datsun 280Z, Vernon Seymour

These were all very nice cars, with the Chevrolet being especially fine.



Club Day Award Winners

The Alfa club was represented by five cars and all presented well. The owners were kept busy answering questions from the spectators. From this reporter's perspective, however, there should have been more Alfas, C'mon you guys, bring out your cars! 🍀



Ferrari was well represented at Club Day.



Boats shown at Club Day

Milwaukee Masterpiece Pleases

Bob Abhalter

I attended the Milwaukee Masterpiece, Sunday, August 23, having been forced to miss Saturday's club day due to other commitments. Fortunately, faithful reporter Bob Ludwigson was ready and able to file a report. Thanks, Bob. Sunday was an almost perfect day to be in Veterans Park. Although the weather was threatening earlier in the day, by the time I arrived the sun was shining and balmy breezes blew.

I noted several changes in this year's show, starting with the layout, with groupings of cars clustered on either side of the main avenue which stretched southwest from the entrance to the awards dais, fronting a dramatic across-the-harbor view of the Art Museum. A marketplace section was added near the entrance, featuring, food, specialty vendors, and a selection of new autos from a number of Milwaukee area dealers, parked in a way that provided no real opportunity to show them off. Reina International Autos featured the only Alfa on the field, a red 4C LE that drew a lot of interest from show attendees.



This South Seas Samoan was popular both Saturday and Sunday.

The classes were different this year, also. The word I would choose to describe them is "eclectic." I'm sure the organizers did their best to work with what they had available to them. Notable was a new class which displayed a group of well-restored wood boats from the '20s through the '40s and a couple of fiberglass

treasures from the late '50s whose looks rivaled the most radical custom cars of that era.

As a whole, the show was skewed toward American Iron, the exceptions being a grouping of Ferraris, several European road cars, two classes for Porsches (911 and 356) and an all-Volvo (!) class. Other classes were either all-U.S. or mixed. Corvairs competed with MGs in the International Sports Class. Similar matchups were evident in the International GT classes where Thunderbirds competed with Mercedes 300 SL roadsters. In addition to the usual antiques and classics there were two groups of convertibles and specialty classes for Olds 442s, Shelby GT350s, and Thunderbirds. Perhaps the least expected entries were a school of AMC Marlins, celebrating the 50th anniversary of the marque.



My personal favorites were an interesting unrestored dirt track racer from the '20s or '30s, entered by Cass Casmir, and a never-before-seen-by-me English micro car, a 1958 Meadows Friskysport, looking ever so much like it had just escaped from the panel of a cartoon. The owner said that they had been imported and sold by Chicago industrialist S.H. "Wacky" Arnolt,



Some obligatory Ferrari porn—a 1953 166MM Barchetta by Vignale owned by Phil Bachman.

the man behind the development of several special-bodied MGs and Bristols in the '50s.

In my opinion, the condition of the cars shown varied widely this year, moreso than in the past. The high end included Colin Comer's Shelybs (he entered one for his daughter) and the show winning 1958 Buick Limited Convertible and 1935 Auburn 851. Examples on the other end of the spectrum weren't hard to find. Most would have looked fine at the Saturday club show but were merely place-fillers on Sunday.

In all, it was a successful show for the organizers and a pleasant day in the sun for the attendees. The awards ceremonies featured a breezy commentary and there was something there to please most. It will be interesting to see in what direction the Masterpiece heads next year. We'll have to wait until August 27-28, 2016 to find out. Mark your calendars. 🍀



Christopher Ruud's LaFerrari. If you have to drive a Hybrid...

Alfas Sell in Monterey

Bob Abhalter

For sports and collector car enthusiasts, August means Monterey—vintage racing at Laguna Seca, the Pebble Beach Concours, and the Monterey Auctions. This year’s auctions grossed in the neighborhood of \$400 million in sales, about equal to last year. Most of the major players had Alfas on their sales lists and there were many good results to point to as market indicators. While no “blue chip” Alfas crossed the block, there were several very collectible cars on offer.

Bonhams Quail Lodge Auction led off with a 2-owner **1972 Montreal**. In gold, with tan upholstery, it stayed with its first Italian owner for 40 years before being brought over to the States in 2015. It appeared to have been lovingly cared for and was largely original with just one repaint and 80,728 km on the clock. It sold for \$96,250.



Photo: Bonhams

Two-owner cars seemed to be the theme at Bonhams. Next up was a **1973 Spider Veloce**, owned by the original purchaser through 2013. It, too, had just a single repaint in the original Pagoda Yellow and a claimed \$7,000 in mechanical refurbishment in 2013. The odometer showed only 19,000 miles and the pictures looked like it might still be on the first go-round. It sold for \$31,900.

A little more exotic was the **1934 6C2300 Pescara Spider** which sold for \$473,000. The car was originally a Touring-bodied GT which was rebodied to recreate one of the two Zagato Spiders commissioned by racer Jacques de Rhon in 1937. Said to be an accurate reproduction, it took over 4 years to complete and has covered only 97 km of “shake-down” use since its completion. One could question why this is up for sale after all the effort that went into its creation I’m sure there’s a story there.



Photo: Bonhams

A **1973 1600 Junior Zagato** sold for \$74,800. Said to be a “time capsule” car, this claimed unrestored original car has covered only 56,450 km, the only visible variance from stock being the “Daytona” star wheels. It sold for \$74,800.



Photo: Bonhams

Lastly, a **1963 2600 Touring Spider** in red with black upholstery sold for \$110,000. It was a U.S. delivered car that was originally done up in gray. There was no particular history to its ownership. The odo showed 145 miles, suggesting a recent restoration.

Russo and Steele offered two Alfa lots. Both were “personalized” cars but with widely different goals. A **1972 GTV**, in blue, had been prepared to run the 2011 Carrera Panamerica but never made it to the race. It was fitted with a roll cage, racing seats, fuel cell, and fire extinguisher system. It looked like it could be a streetable track day car. It sold for \$38,500.

A **1970 Giulia 1300 Super** police replica, recently imported from Italy sold for \$18,150. It was olive green with a gray cloth interior. Emblems, a police radio, and switch panel had been added to replicate a local Italian police car. It was said to have been com-

Palmen Alfa Fiat Struts Its Stuff

Kenosha dealer Palmen Alfa Fiat is arguably the closest dealer for the majority of club members, at least until International Motors opens its planned store in West Allis. They are doing their best to establish the brand in the Kenosha area. On Thursday, August, 27, they held an open house, the Tour D'Italia event, at a local Italian eatery, Frankie D's Vino & Pizzeria, on 54th Street, West of Green Bay Road. They displayed their Alfa 4C Launch Edition alongside a pair of Fiat 500s, a 500C and a 500X. Dealership owner Andy Palmen has been quoted in the *Kenosha News* as wanting to give local car buyers another choice in luxury autos without having to drive to Milwaukee or northern Illinois. He cited Alfa's plans to introduce eight new models, including the new Giulia sedan and planned SUV, to the market in the coming years.

Arriving at the open house in a 1969 Spider drew some immediate attention from the Palmen crew. They were as eager to see my Spider as I was to see their 4C on the lot. Alfa specialist Frank Chiapetta and GM Giaco Ruffolo shared the dealership's plans to build interest in the area by making appearances at some of the Italian stores and hotspots around Kenosha. Their dealership signage will go up in about a month and a significant expansion to their Fiat store is planned to accommodate the Alfa line. By the way, their launch edition isn't sold yet, so if you're still thinking about it... They also have an order in for a Spider, but that one is already sold. You can contact Frank at 262-620-3763 or Chiapetta1@hotmail.com. 🍀



pletely restored in 2013. Perhaps something was lost in the translation, because this car showed clear signs of a rough life. The engine compartment showed plenty of corrosion, the seats were well worn, and the rear bumper was in the back seat.



Photo: Russo & Steele

It was a bad day for Alfas at the Aug 13-15 [Mecum](#) Monterey auction. Three were offered and none sold. Thursday saw a burgundy **1962 2600 Sprint** no-sale at \$55,000. It looked pretty good in the pictures but the auction description was sparse to non-existent so it was hard to tell whether the car was worth more than offered..

A **1960 Giulietta Sprint Coupe** was the Friday no-sale at \$50,000. It looked handsome in a light blue with black and white trim and upholstery but it was obvious some shortcuts had been taken in the restoration. The consigner wanted at least \$65,000 to let it go.

Saturday, a **1961 Giulietta Sprint Speciale** failed to sell at \$120,000. This red/tan car was said to be the third built and shown by importer Max Hoffman at the major U.S. auto shows before its sale. It spent time in Japan from the '80s through 2013, when it came back to the States and was restored, having



Photo: Mecum

been finished this year. It looked good but was said to have a 2 liter engine “upgrade.” This might have prevented its sale at the rather optimistic \$175,000 - \$225,000 estimate.

Contrast this last car with [Gooding’s](#) sole Alfa offering. They sold a **1966 Giulia Sprint Speciale**, white, with white and blue interior and showing 65,888 km, for \$126,500. It was said to be original with a repaint only from new. It seemed like it might be well worth the money paid.



Photo: Gooding

Finally, [RM/Sothebys](#) Auction offered 3 Alfas on Friday, August 14. The first was a **1962 Giulietta Spider**, in red with non-original gray leather and black carpeting. Clean and tidy, it presented as a driver. It has reportedly travelled 1,000 mi since its 2009 restoration but showed some signs of wear. No mention was made of the reason for its newer cylinder head. It sold for \$55,000.

Montreals are becoming popular and more visible at auctions. The white **1973 Montreal** RM offered has a Wisconsin connection. The restoration of this car is said to have begun at “Silverstone” in Waukesha. Could they mean Streetworks, the restorer the club

visited in 2011? There was a white Montreal there at the time. The car looked handsome with its black upholstery which didn’t look quite original. Also non-standard were the GTA wheels, which didn’t look quite right. Anyway, the car sold for a probably-fair \$110,000.



Photo: RM/Sothebys

Last but not least, a **1957 1900 Super Sprint Coupe**, with body by Touring failed to sell with an unlisted high bid against an estimate of \$300,000 – \$400,000. This car had a story also, being a part of a large barn find collection discovered in Portugal that was a popular story on the Internet a few years back. It was taken back to Italy for a 3 year nut-and-bolt restoration and looks striking in cobalt blue with gray and blue interior trim. It shows only 916 km on the odometer, possible since the restoration and will certainly find an appreciative home soon. 🍀



Photo: RM/Sothebys

Jim Fuchs' Ferrari Medals at Pebble Beach



Jim's Ferrari receiving the award. Photo: Rolex—Tom O'Neal

Club member Jim Fuchs' automotive interests aren't limited to Alfa Romeos. His 1956 alloy bodied Ferrari 250 GT Boano Coupe took second in class M-2, Ferrari Competition, at this year's Pebble Beach Concours d'Ele-

gance, August 16. The alloy bodied coupe looked handsome in its gray livery. It was restored by Motion Products, Inc., in Neenah. Different sources give differing stories on the number of these cars built. Apparently, between 65 to 75 Boano bodied cars were built and about 13 of them carried the all-alloy body. Maybe Jim will clear this up for us. Congratulations to Jim on his achievement. 🍀

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Classifieds

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

For Sale

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

Engine - Make offer

1987 2.5l from a rusted out Milano. Approximately 90k. Make Offer.

Steve Wirtz, West Bend, WI
262.306.8238 Home swirtz@charter.net

Parts - Make offer

Several Milano parts—Engine parts, oil pans, valve covers, heads, small interior parts, hood, and sunroof. Don't have a Milano so I don't need the parts.

1974 Spider Hood, Cowl, Doors, Transmission and

interior parts. New Left rear quarter panel and lower nose pan.

Steve Wirtz, West Bend, WI
262.306.8238 Home swirtz@charter.net

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

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

GT
motorsports

Al Pinkowsky

520 Capitol Drive • Pewaukee, WI 53072
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CONTACTS

PRESIDENT / MEMBERSHIP

Gary Schommer (alfaman@wi.rr.com)
W141N6672 Memory Rd, Menomonee Falls, WI
53051-5119
262.252.3750

TREASURER

Randy Swanson (RSwanson4@wi.rr.com)
N66 W6684 Cleveland, Cedarburg, WI 53012
262.377.7144, 781.5568 (w)

V.P., EVENT COORDINATOR

Bob Ludwigson (rludwigson@aol.com)
N88W22526 N. Lisbon Rd, Sussex WI 53089
262-255-1676

EDITORS

Bob and Chrystal Abhalter
(rabhalter@att.net)
5406 2nd Ave, Unit 2B
Kenosha, WI 53140
262-577-5212

WEBMASTER

Steve Wirtz (swirtz@charter.net)
1947 Wallace Lake Rd
West Bend WI 53090
(262) 306-8238
www.aroc-wisconsin.org

TECH. ADVISOR

Al Pinkowsky (apinkowsky@wi.rr.com)
520 Capitol Dr.
Pewaukee, WI 53072
262.695.4238 414.774.8938

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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