

ALFANATIC

So Near But Yet So Far Away


By Bob Abhalter

The new Giulia has arrived in the U.S. The first hundred landed in the port of Baltimore and this picture and others appeared on the net a couple of weeks ago. Last week's emails brought links to several first drive reports from the press event held at Sonoma Raceway in California. (For some reason I wasn't invited. Maybe the letter got lost in the mail.) Press accounts have the first cars arriving at dealers in the first part of December and other postings say dealers may order cars starting November 10. Our local dealers, however, do not have an idea when they might receive a car. Ted Hoff at Bergstrom in Appleton has heard nothing new recently and Frank Chiappetta at Palmen Motors in Kenosha has promised to keep us posted.



Meanwhile, FCA has launched its own non-political "October Surprise" by announcing that all Giulia QVs coming to the United States at this time will be equipped with the eight speed automatic. Up to this point all the published specifications referred to a six-speed manual.

This news did not please the small but vocal group of the long-suffering faithful who were rubbing their hands in glee with the thought of piloting a brand-new, high-powered, manually shifted Alfa. The shiftless Alfa triggered a lot of vitriol on the bulletin boards. The most vehement protesters decried the so-called sell-out, protesting that the Alfa was no longer producing a true sports car. Others are unfazed by the news and are cashing in their retirement accounts in anticipation.

For a great perspective on the Giulia, read Dan Neil's review [here](#). 



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Date Change for Show and Glow and the Milwaukee Concours d'Elegance

This month we learned that Masterpiece, Inc., the parent organization of the Milwaukee Concours d'Elegance, has changed the date for the event. The 2017 shows will be held the weekend of August 5-6.

The club has been invited to sponsor a class at Saturday's Show and Glow event. It would take a commitment of at least 15 cars to establish a class of our own, or possibly we could anchor an Italian car class which would include Fiat and Lancia—perhaps others.

A possible issue is the timing of our own ICAMS show which typically is held at about that time. The club's leadership is discussing the impact of this change and how it affects our scheduling. We'll keep you posted and will welcome any input. 🍀

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2016—2017 Local, Regional, and International Events Calendar

Anything missing? Send dates for events we've missed and we'll include them in the next calendar. email: rabhalter@att.net

2016

Nov 18 - 27 Los Angeles Auto Show (Alfa Stelvio SUV Introduction?)

2017

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

Fall Tour Features a Drive Through the Upper Kettle Moraine

Report and photos by
Bob Ludwigson

The Alfa club's annual fall tour was held on Saturday, October 15. Nine cars participated: seven Alfa Romeos, a Jaguar E-type driven by Colin Comer's parents, and a BMW M-type driven by Roy Ferrari. We met in Saukville, just off I-43, for the start of what turned out to be a memorable 69-mile drive.



Cars and drivers assembled at the start

The route and driving instructions were presented to the drivers by club president Gary Schommer. The route chosen by Gary has a varied and interesting history. It was planned by rally masters Jim and Marjie Thiel and included stops at a few interesting locations. The tour was first run in 1995 and the directions were just hand written notes—no pace notes, no map. Later, club member Gary Wirth, now deceased, took the notes and expanded them into an easily followed map.

This time around Gary, with the help of the Thiels, retraced the route and adjusted it to reflect current road alignment. As a result we had a delightful drive through the many secondary and lesser Wisconsin roads.

The route started in Saukville and headed north with the first stop at the Riveredge Nature Center along the Milwaukee River in New Fane. Touring the building revealed many natural exhibits that reflected the kind of work they do.

Next, the route continued north to the Ice Age Visitor Center. Inside this round building, you could learn all about how the various glaciers covered most of Wisconsin. And yes, the mountain visible from the visitor center is the Dundee Kame!



The Dundee Kame seen from the Ice Age Visitor center



Riveredge Nature Center



Parnell Tower



The tour enjoys lunch at 52 Stafford.



The view from Parnell Tower

What's a Kame?

Perhaps you already knew, but the word was new to me, so I looked it up. According to Merriam-Webster, a *kame* is a short ridge, hill, or mound of stratified drift deposited by glacial meltwater. The source is Old English and the first known use was in 1795.

Then it was on to the Parnell Tower, located in the Kettle Moraine Forest. The area was packed with visitors. Many of our group chose to skip the tower and headed instead to the lunch location. However, your trusty reporter decided to climb the tower, including the 245 steps up to the tower and then another 69 steps to the top. It was worth it, however, and even with cloudy weather, the view was spectacular.

After the Parnell Tower the route continued through Kettle Moraine Drive, north of Highway 67. In my opinion, this was the most scenic and interesting part of the drive. It was then on to Plymouth, and the 52 Stafford Irish Guest house for lunch. We were provided a separate room and everyone enjoyed the many Irish specialties. In addition to the club members who went on the tour, we were joined by Jim Huff. Roy Ferrari gave a very nice tribute to Gary for presenting such an interesting tour.

Lunch completed, we all left the restaurant with fond memories of a interesting and stimulating fall drive.



Roy Ferrari (standing) addresses the group while Jim Huff listens. Gary Schommer photo

The True Story of the Snake in the Shield?

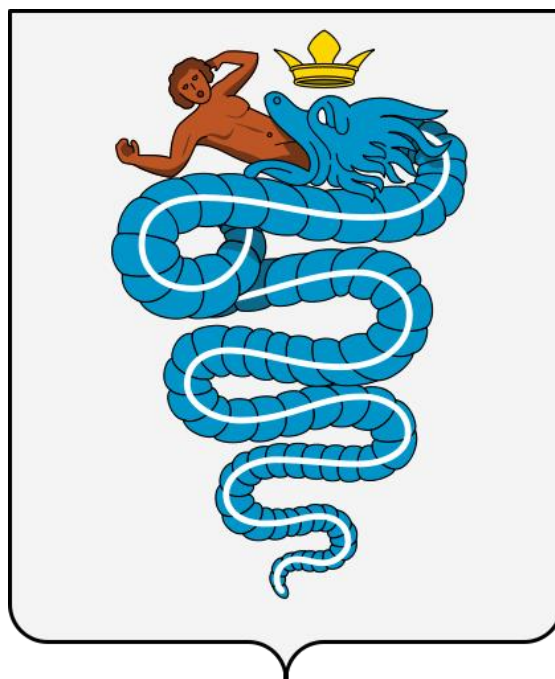
By Bob Abhalter

Many stories are told concerning the origin and symbolism of the snake that makes up the right side of the Scudo (emblem) of Alfa Romeo. Most stories refer to a man or child being eaten by a snake or dragon. Some accounts suggest the figure is actually emerging from the dragon, a 'la Jonah and the whale, rather than being eaten. The man is most often identified as a Moor and the origin traced to the Crusades.

In the official story published by Alfa Romeo as reported [by Jalopnik.com](http://by.Jalopnik.com), family founder and crusader Ottone Visconti is credited with vanquishing his Saracen opponent and appropriating the battle crest of his fallen enemy. Still [another version](#) has the snake adopted as the Visconti crest after Matteo Visconti, who was a general in the army of the German Emperor, found a snake curled up in his helmet and calmly reached in and threw it out without being bitten.

An alternate, earlier, legend could just as well be the true story of the origin of the Biscione (literally a grass snake, but often referred to as a viper). This is the legend of [Tarantasio](#), the dragon that lived in the shallows of Lake Gerundo and devoured children who were foolish enough to stray into his hunting area. The lake once covered a large portion of northern Italy between Bergamo and Cremona. It was shallow and marshy and was said to be a vile place. The Romans began the drainage of the lake and the work was continued by the monks in the middle ages. It has since completely dried up, gone without a trace. Tarantasio was the bad actor blamed for the toxicity of the lake. Besides his appetite for children, he was said to carry Yellow fever and other fatal diseases and emit swamp gas. Legend has it that around 1200, Umberto Visconti killed the dragon and thus appropriated the symbol for his coat of arms. (Other versions have Ottone doing the slaying.) This story and others about the Lake and surrounding area are told in a new book reviewed [here](#). If you are literate in Italian you might want to look it up.

So, pick your favorite Visconti and choose your legend—swamp monsters, Saracen, German grass snake—any will fit. All lead to the Biscione becoming the herald on the Visconti family crest and synonymous with the city of Milan, the birthplace of Alfa Romeo. 🍀



Cars Wanted 1930s-1960s

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

Triumph TR-3,-4,-250, Alfa Romeo,
Morgan

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Alfas at Auction

October 2016

By Bob Abhalter

October was a slow month for Alfas at domestic auctions. Only a few were offered and fewer sold. The month's serious Alfa action was in Europe

The October 7-8 Mecum auction in Schaumburg, Illinois, had both a potential bargain and a no-sale worth mentioning. The potential bargain was a **1995 164Q** which sold for \$2,500, proving once again that 164s get no love at auction. The auction entry supplied no pertinent information but the pictures show a tidy black car with heavily tinted windows, aftermarket wheels, and dark red leather upholstery. If the car ran at all I would say \$2,500 was a bargain for an example of this scarcest variant of the 24-valve 164 found in the U.S.



Mecum's 164Q

The no-sale at the Mecum auction was a **1991 Spider** in the traditional red, with black upholstery. It was bid to \$13,000 but did not meet reserve. In my opinion, this was a fair price for a '91 Spider, especially one with an automatic transmission, but the consignor probably was trying to recoup the cost of the 2007 restoration which included a new top and a claimed \$15,800 (!) paint job. In any event, there were no pictures of the Spider in the auction catalog so you had to be there to appreciate it. Apparently, no one did.

On the same weekend Mecum was busy in Chicago-land, Silver was holding its sale in Vancouver, Washington. The sole Alfa offering was a **1994 164LS** in anthracite with black upholstery, showing 135,500 miles and not too much wear. It sold for \$2,800, reminding me of the old advertising disclaimer rarely heard anymore: "Price slightly higher west of the Rockies." Both this and the Mecum sale should encourage my fellow 164 owners to keep and enjoy their cars. We certainly won't get rich selling them at auction.

If you had the yen for travel, Europe was a good place to look for Alfas in October. If you visited early you could have taken in the Bonhams sale in Zoute, Belgium. If you visited later in the month, Paris was the place to be.

The October 7 Bonhams sale, held in conjunction with an important European vintage car rally and concours, featured a **1957 1900C Super Sprint Coupe** with body by Touring. Its first owner, an Italian, kept the car for over 30 years before he sold it. Its third owner treated it to a four-year restoration, completed in 2006. The aluminum body is finished in a rich shade of navy blue, the Borrani wire wheels gleam, and the red leather upholstery looks great against the blue-gray carpeting. The coupe sold for \$257,566, over the top estimate of \$200,000.



Bonhams 1900C SS Touring Coupe

In comparison to the Zoute sale, the Alfa offerings at the Oct 30 Paris Artcurial sale were more plentiful and more popularly priced. In all, six cars were offered and five sold.

Two of the offerings were specialty cars—authentic Italian police vehicles—a **1981 Alfetta Berlina** and a **1969 Giulia**, both offered by an Italian collector.



The Alfetta sold for \$14,279, while the Giulia was hammered sold at \$23,435. The consignor claimed to have purchased them directly from police agencies. After their restoration and inclusion in his collection they were featured in various Italian movies and television shows. They sported all the original special equipment – vintage police radios, lights, and sirens.



The Alfetta was light blue with black upholstery, consistent with the '80s Italian version of the highway patrol. The Giulia, from an earlier period, was done in olive and trimmed in red upholstery. Both sold a few thousand dollars over their high estimates, but neither sold for as much as the “fake” 1966 police car offered at last January’s RM Sotheby’s Scottsdale auction, which went for \$33,000.



If you prefer your Giulia berlines without the police trappings, a very tidy white **1972 Super 1.6** with black upholstery could have been had at the Paris auction for a pretty reasonable \$22,300. For that price, you could have owned an apparently unmolested example of the last series of the Giulia before the Nuova was introduced in 1974.

If coupes are more to your liking, you might have bid on a clean burgundy **1969 GTV** with tan upholstery. Restored in 2005, the desirable 1750 Euro model—Webers, no SPICA—went for a healthy \$51,150.



A restored red **1968 GTA 1300 Jr** failed to find a new owner. Its consignor was asking at least \$165,000 but the right bidders weren’t present.

Finally, a **1973 Montreal** in a rarely seen shade of brown over tan upholstery was offered and sold for \$61,600. It sounds like a bargain relative to recent sales, but the price fell comfortably within the auction company’s estimated range. Former ownership by a noted Montreal authority and a fresh paint job were apparently not enough to overcome the out-of-fashion color, the relatively high mileage, (~60,000 miles), and whatever was under those sheepskin seat covers.



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 reconditioning but otherwise ready for that rally! If desired, and strictly at my cost—no adder—I would be willing to get them E-Coated ready for paint refinishing. Make me an offer!



Also, **Rear Bumper** for 1972-74 Spider. Make an offer.

James Huff, 514 Simon Drive, Hartford, WI 53027,
jphuff4@gmail.com

1987 Alfa Romeo Spider Quadrifoglio



Luxury trim package. Silver on gray leather including factory hard top, custom wooden MOMO steering wheel & gear shift, new tires, nose bra, bikini cover & full cover. Garaged, no winters, rust free original. Fun ride. Pulls strongly & idles smoothly. 37,240 miles \$15,000 O.B.O. Rockford, IL
dek_cmk@yahoo.com

1985 Corvette

Red/Red, 4+3, removable hard top. 51k miles and stored inside since new. All original. Body and interior in great shape. This car is move-in ready and is a nice ride. Blue Book value \$12,000.
 Contact: Jim, 262-642-5068 or jzyla@wi.rr.com

For Sale

1986 Spider

Convertible= FUN!! 1986 Alfa Romeo Spider. Five speed manual transmission and electric windows, 96,000 mi. It was totally refurbished four years ago. Four-year-old canvas top. A small amount of money to pay for a really nice convertible. New starter in 2015 and about \$1,200 in repairs. Runs great! Fun fun fun. The paint is five years old and it is a purple-blue paint with a shift. It changes colors as it goes by. Asking \$5,500, Brodhead, WI. Contact: Tomasan Harnack tnhc@charter.net, 608-295-0535



1965 Giulia Sprint

For parts -- body is very bad, 1600 engine is apart, transmission & differential are available, other parts as well.

1967 Fiat Dino 206 -- car is in running condition.

Books (Alfa, Ferrari, etc)

Contact: Graziano Rossetto @ 414-351-2155

1958 Giulietta Spider Veloce

Matching numbers 750F, just finished no expense spared extensive engine and original Weber carbs rebuilt to Concours condition. Ivory paint 30 years old (no rust!). Seat covers and convertible top fairly new. Original tunnel case transmission. Well detailed. Stunning. Loved. \$80,000. Jon (248)505-0606 or jblock8586@wowway.com MI



Spider Parts

Member Paul Ristow is closing out his stash of parts from '75-'79 Spiders, including bumpers, trim, aftermarket and NOS replacement parts. Following is a partial list:

- * Clutch hose, crank and trans. seals
- * Throttle cable and throttle rod ends
- * Distributor shield
- * Fuel pump
- * Trim parts for heater control
- * Trunk release lever with key
- * Aftermarket chromed pedals with logos
- * Hood rubbers



Contact Paul at 414.807.3675 or pristow44@yahoo.com

Wanted

Good used windshield for a 1967-1969 Alfa Spider (roundtail). Must be from an early spider. Later windshields are different. Call Bob at 270-564-2821 or mail: rabhalter@att.net

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SUBMISSIONS

Do you have a story you'd like to share? Have a restoration in progress or finished? Taken a memorable road trip or have a funny car story? Pictures, lessons learned, maintenance tips? Whatever. The *Alfanatic* is always looking for material to publish. Email your submissions to the editor at rabhalter@att.net and share with your fellow Alfisti.

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alfa-expo17



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

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

Commemorating the 50th Anniversary of the 'Montreal Prototype'

