



PRESIDENT'S COLUMN

Here it is December already. Where did the year go? As I think back on the Club events of the year I want to thank those who helped make them possible and successful. The names are many. I won't list them here, but "thank you for your service to the club." It is appreciated.

Our regularly scheduled primo events include, but are not limited to, the New Glarus Hill Climb, the Sports Car Summer Solstice Happening, the Italian Car & Motorcycle Show, and the Fall Color Tour. The "Mother May I Tour" is another event that I look forward to. Not to be forgotten is the annual AROC National Convention. Beyond what is on the calendar for 2017, I've got a couple events that I'm trying to line up and will add them to the schedule as they unfold. If you have a club event idea or would like to host an event such as a tech session or other, please let me know. Events provide one of the most important benefits of AROC membership.

How do you satisfy your Alfa cravings during the winter? We've been lucky to have a mild fall with a later than usual first measurable snowfall. Thus the driving season was extended. As I write this it is early December and snowing, with the Alfa hibernating in the garage until spring. While I enjoy winter weather, I miss driving the Alfa. In the winter I tend to find more time for reading and so in keeping with our hobby/passion, my focus turns to reading Alfa-related materials. Given the rich history of the marque there have been many books written on our beloved Alfa and, like most Alfa owners, I've got a small personal library that I turn to. In addition, the club has library items which include some manuals, books, and videos. For the next newsletter, I will generate a list of personal and club library items. All of these are available for loan. A book report for the Alfaniatic is suggested, of course.

Best wishes for a warm and wonderful Christmas.

Ciao,
Gary 🍀

Breaking News - Giulia U.S. Pricing Announced - See Page 4 for Details



In This Issue

- President's Column
- Events Calendar
- Stelvio Introduction
- Another Wisconsin Dealer
- Giulia Pricing Announced
- Alfas at Auction
- Want Ads

Date Set for AROC-WI Annual Banquet

This week president Gary Schommer confirmed the date for the club's annual banquet and business meeting. It will be held Saturday evening, March 13, at the popular [Fox and Hounds Restaurant and Tavern](#), 1298 Freiss Lake Road, Hubertus, Wisconsin.

We'll be returning once again to the Fox and Hounds, the site of past banquets. Past attendees can attest to the quality of the food and the friendly atmosphere.

Menu and pricing will be announced in upcoming issues of the *Alfanatic*, but mark your calendars now.

August 13 Date Set for ICAMS

Last month we reported that with the rescheduling of the Milwaukee Concours, the date of our annual Italian Car and Motorcycle Show was up for consideration. The Reinas are now shooting for Sunday, August 13, so as not to conflict with the concours weekend. 🍀

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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

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
March 18	AROC-WI Annual Banquet & Business Meeting , Fox & Hounds, Hubertus, Wisconsin
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 21	The Heinrichs' Sportscar Solstice Gathering , Lift, Inc., Glendale
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	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



If you can't get a hot new Giulia, how about a hot old one? Tom Heinrich sent this photo of a sweet-looking Super on the dyno at an undisclosed location. It's fitted with a later twin-spark engine similar to those fitted in European 75s (Milanos) and is said to produce 200+ hp.

2018 Stelvio SUV Debuts in Los Angeles



On November 16, Reid Bigland, head of Alfa Romeo, introduced the new 2018 Alfa Romeo Stelvio to the motoring public. The reveal, on the eve of the Los Angeles Auto Show, mirrored the staging of the Giulia Quadrifoglio one year earlier. Missing from the stage was the 33 Stradale used to hype the Giulia. This time around, Reid first reminded us that this is the fourth in a series—the 4C and 4C Spider counting for two—and that there is, indeed, a Giulia Sport Sedan on its way—however slowly—to a showroom near us. He then rolled out the Stelvio Quadrifoglio, the Giulia's muscular, higher-riding brother, built on the same platform.

Little time was spent reprising the Hugo Sivocchi quadrifoglio story and I can pretty much guarantee

that Hugo and his racing contemporaries never could have imagined seeing the quadrifoglio on the flanks of a crossover, that is if they could have imagined what a crossover might be. Of course twenty years ago who could have imagined Porsche being in the performance SUV market?

In addition to explaining the origin of the quadrifoglio, Alfa's marketers can now spend time explaining the name *Stelvio* to prospective buyers. I wonder how many potential customers know who, what, or where a Stelvio is. But then, where did the name Macan come from? (Indonesian for tiger.)

The Stelvio Quadrifoglio boasts the same twin-turbo V6 mill as the Giulia, with 505 hp, a 0-60 time of 3.9 seconds, and a top speed of 177 mph. That's one hot crossover! The tamer but still sporty Stelvio and Stelvio TI models pack all-new aluminum 2.0 liter mills with 280 hp, 306 lb.-ft. of torque, and an estimated 5.4 second 0-60 time.

The base Stelvio will come "well equipped," as the automakers say, while the mid-level Stelvio TI adds even more comfort and convenience, performance, and nanny features in either Sport or Lusso trim packages. The line-topping Quadrifoglio will apparently lack nothing, although you may add carbon-ceramic brakes if you are so inclined. Significantly, all Stelvios will sport Q4 all-wheel drive coupled to the eight-speed automatic transmission.

All this goodness is expected to be in the showrooms sometime in 2017 and please pardon me if I'm skeptical about what part of 2017 that might be. The fact that it's been labeled as a 2018 model might give us a clue. Pricing was not mentioned, but it's likely to be in the range of the German competitors. Certainly, if you are in the market for a midsize SUV, this package certainly looks like a competitive offering. 🍀



Italy's Stelvio pass. I want to drive it someday.

Alfa Sighting in Kenosha



The week before Thanksgiving, the Palmen Alfa Romeo/Fiat dealership in Kenosha added the Alfa logo to their dealership signage, thus making it “official.” It’s not that it wasn’t official before. It’s just that seeing the Alfa logo reinforces the hope that we may soon see new Giulias and, somewhere down the road, Stelvios in a local, accessible dealership. 🍀

International Motors adds Alfa Romeo, Making Four Dealerships in Wisconsin

I check the Alfa Romeo USA website monthly, just to see if there is anything worth reporting. This month my visit was rewarded with the sighting of a new pin in the dealer map: International Alfa on Moreland Road in Waukesha, the site of their Maserati franchise. I’ve seen no press releases on this yet, so I assume the addition is fairly recent, although as early as last year we pretty much knew they were supposed to become an Alfa dealer.

This brings to four the number of dealers in Wisconsin, joining Palmen in Kenosha, Bergstrom in Appleton, and Alfa Romeo of Madison. There are five more in the Chicago area, two in Iowa, and two in Minneapolis/St. Paul, so our portion of the country is pretty well covered. Now if only they had some cars other than 4Cs to sell... 🍀

FCA Will Sell Alfas in China

According to [Forbes](#) and other sources, FCA announced in early December that they will market Alfa Romeos in China as early as next year. Giulias and Stelvios will be sold through Maserati dealers while an Alfa dealer network is established. They also plan to establish production in China in the near future, an interesting development considering Sergio Marchionne’s statements about keeping the brand Italian. Perhaps that only applies to cars supplied to the North American and European markets. The move to establish local production can be explained by the 25% import tax imposed on imported automobiles. That’s a strong incentive for a potential seller to establish a Chinese production base.

Fiat tested the waters with Alfa in China in the early 2000s, distributing them through Fiat dealers but had little success and left in 2006. Then in 2011, they sponsored a large booth at the Guangzhou auto show, announcing their imminent return. (Sound familiar?) Now, six years later, they seem ready to have another go. The Forbes correspondent is understandably skeptical of the plan for a variety of reasons, but we don’t like the plan he suggests—setting up local production first, then a dealer network—any better. We wish Alfa luck in China—they’ll need it—but let’s see those new Giulias in our U.S. showrooms first! 🍀

U.S. Giulia Pricing and Availability Announced

- *Giulia and Giulia TI go on sale in January 2017 with an MSRP of \$37,995 and \$39,995, respectively.*
- *Giulia Quadrifoglio goes on sale this month with an MSRP of \$72,000.*

December 8, 2016, Auburn Hills, Mich. - Alfa Romeo today announced pricing for the highly anticipated 2017 Alfa Romeo Giulia lineup.

“The all-new Giulia is the result of our 105 years of passion for Italian style, craftsmanship, and performance,” said Reid Bigland, Head of Alfa Romeo. “Crafted in Italy, the Giulia lineup sets an entirely new benchmark for the segment as the world’s fastest four-door production sedan, featuring class-leading engines, an all-new exclusive architecture, stunning design, and state-of-the art technology, available starting from \$37,995 MSRP.” (more...)

2017 Alfa Romeo Giulia



- Manufacturer's suggested retail price (MSRP) for the 2017 Alfa Romeo Giulia is \$37,995 (excluding \$995 destination)
- Optional Q4 all-wheel-drive (AWD) system available for \$2,000 MSRP

Alfa Romeo Giulia features an all-new, all-aluminum, 2.0-liter, direct-injection turbocharged engine that generates a class-leading, standard 280 horsepower and 306 lb.-ft. of torque. Paired with an eight-speed automatic transmission, Giulia launches from 0-60 mph in 5.1 seconds, on the way to a top speed of 149 mph.

The all-new, well-equipped Alfa Romeo Giulia comes standard with leather seats, 10-way power front seats including 4-way lumbar, bi-xenon headlamps with signature LED daytime running lights and LED tail lamps, dual exhaust, back-up camera with dynamic gridlines and rear park sensors, bright chrome window trim surround, remote proximity sensor with push button start, remote start, 7-inch full-color TFT display and much, much more. The available Sport Exterior Package (\$1,250 MSRP) adds unique front and rear fascia, 18-inch aluminum sport wheels, gloss black window trim surround, and colored brake calipers.

2017 Alfa Romeo Giulia Ti

- MSRP for the 2017 Alfa Romeo Giulia Ti model is \$39,995 (excluding \$995 destination)
- Optional Q4 AWD system available for \$2,000 MSRP

In addition to the expansive list of standard features in the all-new Giulia, Giulia Ti adds even more luxury and convenience offerings, including standard 18-inch wheels, genuine wood interior accents, an 8.8-inch widescreen infotainment display, SiriusXM, heated steering wheel, heated front seats, and more.

Available Ti Sport and Ti Lusso packages (priced at \$2,250 MSRP each) provide drivers with two unique offerings that further accentuate the bold characteristics of Giulia Ti.

Ti Sport adds unique front and rear sport fascias, 19-inch dark 5-hole aluminum wheels, gloss black window trim surround, colored brake calipers, 14-way front power sport leather seats, including 4-way lumbar and power side bolsters, along with manual thigh extenders, sport leather steering wheel and aluminum column-mounted paddle shifters.

Ti Lusso includes Luxury Pieno Fiore Italian leather seats with cannelloni inserts, 12-way power front seats including 4-way lumbar, leather-wrapped dash and upper door trim with accent stitching, genuine wood trim in dark grey oak or light walnut, luxury steering wheel and more.

Ti Performance Package adds an adaptive performance suspension, mechanical limited slip differential and aluminum column-mounted paddle shifters>



Cars Wanted 1930s-1960s

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

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2017 Alfa Romeo Giulia Quadrifoglio



- MSRP for the 2017 Alfa Romeo Giulia Quadrifoglio model is \$72,000 (excluding \$1,595 destination)
- Includes the iconic hand-painted Quadrifoglio (four-leaf clover) badge that is symbolic of legendary Alfa Romeo race cars and high-performance production cars

As the “halo” model in the lineup, Giulia Quadrifoglio highlights Alfa Romeo’s motorsport knowhow with an all-new, best-in-class, 505-horsepower, 2.9-liter bi-turbo V-6 engine that earns the title of the most powerful Alfa Romeo production car engine ever and the quickest with a class-leading 0-60 mph time of 3.8 seconds, plus it enabled a record-setting 7:32 Nürburgring lap time – the fastest ever by a four-door production sedan.

Giulia Quadrifoglio also includes unique exterior styling, carbon fiber hood, roof, rear spoiler and side sill insert, carbon fiber active aero front splitter, DNA Pro with Race Mode and adjustable performance suspension, 19-inch aluminum wheels with Brembo brakes, high-performance leather seats with 14-way power front seats including 4-way lumbar, leather-wrapped dash and doors with accent stitching, carbon fiber interior trim and much more.

All three Giulia models offer:

- Near perfect 50/50 weight distribution, segment-leading torsional rigidity and the most direct steering ratio on the market, thanks to Giulia’s all-new, rear-wheel-drive Giorgio architecture
- Unique Italian style and craftsmanship to the premium mid-size sedan segment
- A 55-year heritage of Giulia’s lightweight, performance sedan tradition and more than 105 years of brand history, carving its legend on road courses around the globe 🍀

Alfas at Auction – November

Duemila Ruote

By Bob Abhalter

Most classic car auctions these days offer a paltry one or two Alfas. This month, the five domestic auctions for which results were available offered a grand total of four—five if you include the 1991 Spider that was offered twice but remained unsold at Mecum’s November 17-18 Anaheim auction. What if you could attend an auction offering no fewer than 34 Alfas and another nine lots of parts, all to be sold at no reserve? The RM Sotheby’s Duemila Ruote auction, held this past November 25-27 in Milan, was such an auction. The range of Alfas offered was just a small portion of the 423 cars among the 817 individual lots offered for sale. RM Sotheby’s claimed this to be the largest single-owner collection ever offered in Europe, grossing over €51 million (\$54.85 million) for the consignor, the Italian government(!)



The auction floor in Milan

© Caldicarphoto.com Simone Caldirola Courtesy RM Sotheby’s

Mike Hanlon, writing for website newatlas.com, provided some background: The collection was once the property of Luigi Compiano, who owed the Italian government about \$15 million in back taxes and additionally was involved in some shady dealings involving the stewardship of his family’s private security business. It is alleged that some \$44 million went missing from the company’s coffers. The Italian finance police don’t take kindly to high-profile scofflaws, and they seized the entirety of Luigi’s assets, including his remarkable vehicle collection, in compensation for the delinquent taxes.

Once the legality of the seizures was settled, RM Sotheby’s was awarded the contract to sell the collection and had only ten weeks to organize the auction, documenting the 800-plus lots of cars, bikes, motorcycles,



3,000 bidders from around the world participated.

© Caldicarphoto.com Simone Caldirola Courtesy RM Sotheby's

boats, and automobilia and transporting them to Milan from 11 warehouses in northern Italy. The sale was timed to coincide with the Milano AutoClassica, the large annual Italian collector car event. Conducted by a team of auctioneers working in shifts for 30 hours over three days, the auction drew 3,000 bidders from 57 countries and by all account was a huge success. Top sale of the auction was a 1966 Ferrari 275GTB/6C Alloy, selling for \$3.665 million. It was followed by a 2004 Maserati MC12 at \$3.535 million.

Sadly, no Alfas were among the top ten sales. Many of the Alfas offered were restoration projects and very few of the drivable cars rose above #3 driver-quality condition. Certainly there were bargains to be had? Nope, not so much. Although some of the prices seemed reasonable, others seemed to defy logic, at least relative to the U.S. market. The descriptions provided in the catalog are scant, thus it helped to be an expert when parsing this collection.



412 Spider Vignale Photo: Tom Wood © 2016 Courtesy RM Sotheby's

Typical of the Compiano collection as a whole, all of the 34 Alfas were post-war cars, the oldest being a brace of 6C2500s of various specifications. Leading

the pack in this group was a **1946 412 Spider Vignale Replica**. The original 412s were specials powered by 12-cylinder engines made obsolete by grand prix rules changes prior to the war. This replica is powered by a 6C2500 motor from 1946, per the number plate. No mention is made as to when the Spider was actually constructed, but since the car it was based on was produced in 1951, a good guess would put it somewhere in the later '50s. It looked attractive in its racing red paint and nicely broken-in tan leather upholstery. Someone in the room thought it was a significant piece, as it sold for \$324,000.



1949 Freccia d'Oro Photo: Tom Wood © 2016 Courtesy RM Sotheby's

A **1947 6C2500 Sport Touring Coupé Aerlux** and a **1949 6C2500 Sport Freccia d'Oro** sold for \$246,000 and \$168,000 respectively. Both could be classified as restoration candidates. They looked complete but tatty and judging from the price guides neither was a bargain. Rounding out this series was the star of the group, the remains of a **1949 6C2500 Sedan**. Apparently, someone dearly needed a front clip, chassis, and engine because they were willing to shell out \$84,000 for this heap of metal.



Some work required for this 6C2500 Photo courtesy RM Sotheby's

Two 1900s were offered. The **1953 1900C Sprint Touring**, Series 1, was done up in gray with brown upholstery and still bore the entry placard from its last touring event. The interior had that lived-in look and there was no attempt made to dress up the engine. It sold for a reasonable \$384,000. A blue-gray **1956 1900 Super** sedan had the looks of a car purchased from its long-term owner, an owner who had babied the 1900 from new. There were edge protectors on all four doors and the bench-seat interior was very tidy. It sold for \$42,000. Both 1900s were preservation candidates.



1900C ready to rally

Tim Scott © 2016 Courtesy RM Sotheby's

Bidders had a chance at seven 750- and 101-series cars, but only two, a **1961 Sprint Speciale** and a **1960 Sprint GT**, were complete enough to be called drivers. The rest were restoration candidates. Two of these stood out: First was a **1955 Giulietta Spider** with the serial number 1495 00016, claimed to be the third car built. It's a long way from the road or the concours circuit but the bodywork looks like it's finished. There is a largish box in the driver side footwell



A very early Giulietta Spider

Photo: Tom Wood © 2016 Courtesy RM Sotheby's

which I hope contained a lot of the otherwise unobtainable parts not showing in the photos. Consider the \$92,277 paid merely the down payment on what will probably be a lengthy and expensive restoration.

The second diamond in the rough was a **1956 Giulietta Sprint Veloce**, SN 1493 E 01861, one of the "lightweights." It's said that the very early Veloces were intended for racing and by the looks of things, this Sprint had an extended racing career. This numbers-matching project with a spare block and differential thrown in caught the imagination of the crowd and was bid to \$161,784. It looks like the bodywork is sound, if a little lumpy, and hopefully some of the parts required for the rebuild are in the stretch-wrapped bundles stuffed into the interior. It will no doubt be worth the money and effort when finished.



Lightweight Sprint—some assembly required

Photo Courtesy RM Sotheby's

There were eight transaxle cars in the collection. All but two driver-condition Alfettas were race or rally prepared. Most had been run hard and put away wet. The street **Alfetta GTs** appeared rust free but both had upholstery and other interior issues. They sold for \$8,400 and \$13,200, probably more than they'd fetch in the U.S. The race cars all sold for what seemed to be strong money. We don't see race-equipped Milanos in the U.S. that often, except for one or two notorious LeMons series entries. In Italy it seems they are all the rage. Three model 75s claimed Alfa Corse or factory provenance. All sold well, but a **1987 75 Turbo Evoluzione IMSA "Ufficiale"** took the brass ring, going for \$359,000. This sedan looked ready to hit the track.

The collection was rounded out by one very used 2600 Sprint and no fewer than eleven 105-series cars, all but two of them coupes. The **1962 2600 Sprint** looked complete if a little tired and uncared for. Still, it looked like an honest car and was likely in better

shape than the last three barn finds you've seen on eBay. It sold for a respectable \$34,500.



A **1966 Duetto**, finished in the obligatory Alfa red, looked to be in good shape. It was an early-production car based on the serial number and It sold for \$55,000. Bidders had their pick of Sprint GTs and GTVs. There were nice examples of every series and displacement, all apparently in driver condition, selling in the \$30,000 to \$60,000 range.



Arguably the nicest one of the lot was a white **1966 Sprint GT Veloce** with Black and Gray upholstery. The most apparent deviation from stock was the red carpeting. Everything else looked dead stock. It sold for \$52,729.

As you might expect, the star of the 105-series cars was a **1965 Giulia Sprint GTA** "Stradale" in white with black upholstery. It was claimed to be unmolested and to have "many correct GTA magnesium parts." It's appearance at auction sent many GTA aficionados running for their bookshelves as the chassis serial number didn't seem to fall in the correct range. At least one bidder was unfazed by the possibility of a "faked" GTA and shelled out \$359,500 for it.

One reason for the skepticism aroused by the GTA



A complete 1965 GTA Photo: Tom Wood © 2016 Courtesy RM Sotheby's

was the presence of two other auction lots, a complete but completely stripped **1965 Sprint GT Chassis** and a pallet of GTA body panels and mechanical bits, ready for assembly. The chassis, which had been, with apparent fraudulent intent, stamped with an existing GTA's chassis number, sold for \$19,000. The skid of parts went for \$27,500. I don't know if the two lots went to the same bidder, but watch your inbox next spring for an advertisement announcing the sale of a newly discovered GTA.

These two lots together might produce a nice fake GTA.



A brief scan of the auction lots shows the same distribution of vehicle condition in other marque collections.

For example, Mr. Compiano owned 50 Ferraris. Some were gems, some were diamonds in the rough, and some were just plain rough. For every \$3.7 million Ferrari 275 GTB, there were ten engineless 2+2s, or the like. The dispersal of this hoard will no doubt provide full employment for a score of restorers for the foreseeable future. 🍀

Classifieds

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

For Sale

Parts

Weber 32/36 DGV carb, and air cleaner housing and intake manifold (restored and painted) for 1300cc normale (750-101), all in excellent working condition. Best offer. Jon Block, [\(248\) 505-0606](tel:2485050606) cell, or jblock8586@wowway.com

2001 Alfa 156 V6 2.5, 6-speed manual. Red with black leather interior. Car is in very good condition and can be driven right away.



Total mileage is about 150,000 miles. Water pump and all pulleys and belts replaced at 120,000 miles. Suspension, radiator and clutch replaced at 135,000 miles. Runs great! Extra sets of wheels with snow tires and performance tires.

The only problem with the car is a very slow leak in the power steering fluid and an occasional glitch in the immobilizer. The immobilizer reads the key code. It can go months without a problem. When it doesn't unlock, a few tries usually does it. Or there is a work around bypass procedure that will get you home. A \$50 part may fix it for good. The gear shift also doesn't easily return to center with the sideways spring. You have to move it a bit between second and third.

Car sounds great, feels great and is a real head turner. \$7,000 or best offer. Russ Whitford
veloce192@sbcglobal.net



Four used Cromodora Wheels for 72-74 Alfa Spider. Surface and finish would benefit from some reconditioning but otherwise ready for that rally! If desired, and strictly at my cost—no adder—I would be willing to get them E-Coated ready for paint refinishing. Make me an

offer!

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

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



1987 Alfa Romeo Spider Quadrifoglio

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

1985 Corvette

Red/Red, 4+3, removable hard top. 51k miles and stored inside since new. All original. Body and interior in great shape. This car is move-in ready and is a nice ride. Blue Book value \$12,000.

Contact: Jim, 262-642-5068 or jzyla@wi.rr.com

For Sale

1986 Spider

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



1965 Giulia Sprint

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

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

Books (Alfa, Ferrari, etc)

Contact: Graziano Rossetto @ 414-351-2155

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

Hosted by: Club Alfa Romeo de Montréal (CARM)
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Commemorating the 50th Anniversary of the 'Montreal Prototype'

