

ALFANATIC

Next Club Event

Saturday, April 7

The Annual AROC - Wisconsin
Annual Banquet and
Business Meeting

Fox and Hounds Restaurant & Tavern
Hubertus, Wisconsin

See the next page for details and sign-up



In This Issue

- Events Calendar
- Alfa News Briefs
- Why Aren't Spiders Worth More?
- Alfas at Auction
- Classifieds

Saturday April 7, 2018
AROC-WI ANNUAL BANQUET & BUSINESS MEETING

FOX & HOUNDS RESTAURANT & TAVERN

1298 Friess Lake Road, Hubertus

(262) 628-1111

<http://www.foxandhoundsrestaurant.com>

Please join us for an evening of fun and relaxation at a great venue. Relive the events of last year and enjoy great conversation with fellow Alfanatics. With a wonderful atmosphere, moderate prices on great food, free dessert and door prizes, why would you not want to join us? A very short business meeting with election of officers will follow dinner. Hope to see you there!

5:30 – 6:00 Cocktails at the bar (cash bar)

6:00 – 7:45 Dinner in the Hunt Room (upper room, small section, go left at the top of the stairs)

7:45 – 8:15 Short business meeting w/election of officers followed by door prizes & continued socializing.

Meal choices include:

Char-grilled Tenderloin Filet – 8 oz juicy hand-cut, choice tenderloin served with garlic buttered mushrooms and savory au jus. Includes soup or salad, steamed vegetables and your choice of potato. **\$22.50**

Grilled Salmon – Fresh Atlantic salmon chargrilled to perfection, then dressed in a creamy dill sauce. Served with vegetable rice pilaf, soup or salad and steamed vegetables. **\$21.50**

Tuscany Chicken – Sautéed chicken breast tossed with red peppers, fresh garlic, pea pods, red onions, sun dried tomatoes, penne pasta and mushroom herb sauce, steamed vegetables and your choice of soup or salad. **\$21.50**

Fresh Vegetable Pasta Sauté – Broccoli, red onion, carrots, pea pods, zucchini, asparagus and parmesan cheese tossed over a hot fire of roasted garlic, olive oil, and flavor rich herbs. Served over a bed of linguini pasta and garnished with Parmesan cheese. As delicious as it is beautiful. Includes your choice of soup or salad. **\$19.00**

All meal prices include: 18% gratuity (applied to the non-discounted price) and 5.6% sales tax.

Free Beverage (coffee, tea or milk); not included in the meal pricing but the club will pick up the cost.

Free Dessert: For those wishing a dessert following the meal, the club will pick up the cost.

IMPORTANT:

The restaurant wishes to know by Monday April 2 both how many are coming, and our food selections.

Name(s): _____

Main selection: _____

Number of beverages @ \$2.50 each: _____ **\$ Enclosed:** _____ **Check#:** _____

MAIL your selections and payment (checks made out to **AROC-WI**) no later than **Friday March 30** addressed to Randy Swanson, N66 W6684 Cleveland St, Cedarburg, WI 53012. If you make a late decision to come, please contact Gary by Friday April 6 ---- you may then pay Randy at the event.

Questions: Contact Gary Schommer at alfaman@wi.rr.com or 262-252-3750

Not Too Early to Plan for the National Convention

It's really not too soon to start planning for the AROC National Convention in Olympia, Washington. If you have the time, this would make a wicked road trip, but even if you decide to fly the scenery and weather should be gorgeous. The pre-convention tours are Aug. 5-7, with the convention proper running Aug. 8-12. Registration is open now at www.sempreverde2018.org.

Geneva Concours Wants You

If the Milwaukee Concours and ICAMS aren't enough for you and you're going to skip Pebble Beach this year, perhaps you'd like to take a trip to Geneva, Illinois, next August 26 for the 2018 edition of the Geneva Concours d'Elegance.

This popular event operates a car club display area with reserved parking for registered members of car clubs. Although there are no formal plans for sending a contingent from AROC-Wisconsin, if there is

enough interest we may be able to facilitate a registration. Follow the link in the events calendar below for more details.

2-Seater Group March 18 Event

Madison-area drivers are invited to join the 2-Seater Sports Car Group for a "precision drive" Sunday, March 18. The group will assemble at 2 p.m. in Middleton, Wisconsin for a local drive followed by supper around 5 p.m. Call David Fisher at 608-770-7890 for more details.

MPV Track Time Schedule Released

If your interests skew more toward tracking your Alfa than showing it, you'll be interested in MPV Track Time's Midwest schedule, recently released. There are events scheduled for both Road America and the Autobahn Country Club in Joliet, Illinois. For those wanting to go further afield, events at the National Corvette Museum's track, Mid-Ohio, or Road Atlanta might fit your calendar. Visit www.MPVTrackTime.com for the dates and details.

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

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
March 18	2-Seater Sports Car Group precision driving event. choonlu29@gmail.com
April 7	AROC-WI Annual Banquet , Fox and Hounds, Hubertus, WI
May 5	AROC-WI Das Krurze Klausenrennen , New Glarus, Wisconsin
May 12	John Ehle's 2018 "Mother, May I?" Spring Car Tour, SE 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

Alfa News Briefs

Congratulations to Bob Ludwigson for the article he wrote about our Italian Car and Motorcycle Show which appeared in the March *Alfa Owner*. I know Bob works hard to publicize our chapter’s activities.

Tom Heinrich’s new ride? Well, at least he got to sit behind the wheel. The 1929 Alfa Romeo G1 that sold at the RM Sotheby’s Scottsdale auction didn’t have far to go to find its new home. Here’s Tom in the driver’s seat at the Scottsdale Automotive Museum.



It’s not everyone who can say they had seat time in a \$445,000 Alfa.

Mother, May I? Club member John Ehle’s popular and enjoyable Mother’s Day weekend tour is on again for this year. Saturday, May 12, is the date. This year’s tour will start in Franksville with the target being Elkhart Lake. A lunch stop is planned in Hubertus and an early dinner in Grafton.

I can guarantee that John has not planned a direct route. You may find your way to Elkhart using roads you barely knew existed. If you have been on the tour before, you have your notice already, but if you’d like to drive along for the first time, email John at Johnehle@comcast.net or call him at (312) 213-4029. All makes and models are welcome, although the preference is towards vintage sportscars. And the price is right! There is no charge for the tour and the meals are on your own.

Alfa Back in Formula 1 Will it be more like 1950 or 1985? We wish all the best for Alfa Romeo in its return to Formula 1 racing as a technical advisor and principal sponsor of the Sauber team.

While we certainly don’t expect to see Alfa/Sauber at

the head of the grid this year, we hope we won’t be seeing it bringing up the rear, either, and so what if it’s really a Ferrari engine under the bonnet? At least we’ll see the “scudo” boldly displayed on the bodywork.

And the reference to 1950 and 1985? For the uninitiated, in 1950 Alfa and Nino Farina took the year’s driver championship. Alfa took an extended hiatus after the 1951 season (Juan Miguel Fangio, champion) and didn’t return until 1979. Results were mixed, to put it mildly. The Benneton Alfas of 1984 and 1985 were the last gasp as constructors, Alfa scoring zero points in 1985. Let’s hope they do better this year.



Alfa Monthly Sales Results

	February	YTD	vs 2017
Giulia	853	1,801	274%
Stelvio	695	1,383	New
4C	20	32	-54%
Total	1,568	3,216	484%

Links You’ll Like

This one isn’t Alfa-related, although there is a picture of a Giulietta in there somewhere. It’s a Hemmings.com posting about the Bosley cars, a pair of handbuilts put together by Richard Bosley in Ohio. One will be shown at Amelia Island this month.

<https://www.hemmings.com/blog/2018/03/04/the-results-of-street-racing-mother-richard-bosleys-handbuilt-american-sports-cars/?refer=news>

FCA Enters the Restoration Business



FCA introduced its Italian car restoration service at Retromobile in Paris this February. Titled *Reloaded by Creators* the program is designed to resell fully restored examples of classic Fiats, Lancia, and Alfa Romeos.

Focused primarily in Europe, the business doesn't work like a traditional restoration shop—a place where you take your car to be restored. Instead, FCA purchases restoration candidates outright, restores them using original parts, then puts them up for sale, using the sale proceeds to purchase the next lot of cars.

The first offerings included a 1959 Lancia Appia Coupe, a 1973 Lancia Fulvia Montecarlo, a 1981 Fiat 124 (badged as a Pininfarina Spidereuropa), and two Alfas, a 1989 SZ and a 1991 Spider. According to the [website](#), the Spiders have been sold, but the Lancias and the Alfa SZ are still available.

Alfa Certificates of Origin

While we're on the subject of classic Alfas, let's talk about Certificates of Origin. Back in the "old days" it used to be possible to fax or email Elvira Ruocco, or later, Marco Fazio at the Archivio Storico and get information on the production and delivery of your car. The service was free and personal. Not surprisingly, FCA decided to monetize this service under the FCA Heritage banner. (www.FCAHeritage.com)

The good news: this information is still available. The bad news: it will now cost you some money. The latest information I have says a hard-copy document will cost you €70.00 and the same information in the form of an email will be €30.00. There is a form on the FCA Heritage website to request the information. The center will send payment instructions after the fact. Be prepared to decipher Italian in order to tender the payment.

WHY AREN'T ALFA ROMEO SPIDERS WORTH MORE?

By: Paul Duchene

Published by Hagerty.com March 31, 2017

In 1965, Alfa Romeo was faced with replacing the 10-year-old Giulietta models. The iconic 1954 Sprint coupe and 1955 Spider were modern, yet timeless, so there was much at stake. Pininfarina foreshadowed the Duetto with a bubble top concept at the 1961 Turin show, but the Spider didn't appear until Geneva in 1966.



Road & Track scorned the scalloped sides and boat-tail of the new model, but *The Graduate* movie (1967) eventually endeared it to the public. At first, nobody thought the original design would endure, and by 1970 Alfa Romeo was trying update it. The result was the coda tronca (literally truncated tail, or Kamm-tail) of 1971, which disastrously compromised the concept, as today's values confirm.

As the best 1966-69 boat-tail cars climb past \$50,000, their square-tailed successors struggle to \$15,000. The advent of U.S. "push bumpers" and increased ride height in 1974 sealed the deal. The signature Alfa grille was buried, and the "cross and snake" badge stuck on the rubber bumper.

Early carbureted cars were robust and quite durable, but the twin-cam engine was bumped from 1600-cc to 1779-cc in 1969, then to two-liters in 1972. Struggling to meet U.S. emissions, Alfa Romeo adopted the complex Spica mechanical fuel injection, designed for a diesel engine. Deeply divisive among Alfisti, if properly adjusted, Spica injection can be trouble-free but does not suffer fools gladly.

The Spica fuel injection requires a sure hand to tune and failure is usually sudden and drastic, needing expert assistance. Such help has been progressively harder to find and is now correspondingly expensive. It's difficult for enthusiasts to embrace a \$2,000 bill willingly on a car that's worth around \$10,000.

The Spider's virtues do much to balance out its frustrations. Relatively soft coil springs and anti-roll bars produce neutral handling; worm-and-sector steering is precise, and power-assisted disc brakes are surprisingly good. The best element is the cockpit. Two Veglia instruments face the driver and secondary gauges are set in a central console. The wood steering wheel is handsome, but the gearshift disconcerting, as it projects almost horizontally.



Pre-1975 Kamm-back cars look better with small chrome bumpers, and European headlight cowls create an exotic appearance. The well-fitting top can be raised from inside the car. But sit in a Spider before you buy one. The driving position can be challenging for tall drivers. It requires long arms and short legs, and an extended-arm, splayed-knee position can lead you to a chiropractor.

Rust is all Spiders' weak point. If the floors rust out, jacking points are compromised (or missing). Rocker panels are structural, so beware bondo botches, while fenders rust at the bottom and the spare-tire well seldom collects water for long.

Engaging first gear can be tricky, and second gear synchromesh can be short-lived in the hands of clumsy drivers. Differential noise is common, but less noticeable with the top down. Cromodoro mags are a popular upgrade over original steel wheels in early '70s cars, but make sure the lug nuts are long enough for safety.

The Alfa Romeo Spider compares well against British Leyland's failing efforts in the 1970s and outlasted all of BL's offerings, which were extinct by 1981. Thanks partly to its five-speed gearbox, it's much faster than wheezy MGBs, with rubber bumpers has more structural integrity than the Triumph Spitfire, and more room than the appropriately named MG Midget. The TR6 is elegant, but seriously flawed in the suspension department, no faster than a good Spider, and comparatively overpriced. Finally, the Alfa's exhaust note is unmatched.

It soldiered on through the '80s, and the S3 got a new interior in 1986. Many Spiders were bought as weekend toys, and good examples can be found garaged in retirement communities, especially in the desert Southwest and California.

But beware: The relative sophistication of the 1971-93 Spider and lack of a meaningful dealer network means that many examples suffered from deferred maintenance, or are garage queens which haven't been driven—and may not last long when they are.

Pininfarina undertook a major facelift with the long-tail S4 of 1989-93, replacing the black rubber bumpers and spoilers and restoring much of the original Duetto's elegance. At the same time Alfa Romeo replaced the clunky Milano with the upmarket 164 sedan, and the marque's image was burnished. Quality control got a shot in the arm, and prices on the later cars are showing signs of climbing past the \$20,000 mark. If you want an Alfa Spider, the S4 is a sleeper – but probably not for long.



Alfas at Auction – January

Scottsdale

By Bob Abhalter

The 2018 auction season got off to a solid but unspectacular start in Phoenix/Scottsdale in mid-January. Gross sales of \$232,762,100 from the seven auctions were lower than in previous years. According to rickcarey.com, this year's sales were the lowest since 2014 and the 2,554 cars offered were the fewest since 2015. That said, there were several interesting and desirable Alfa Romeos to view and purchase.

Gooding offered the greatest number, leading off its January 19-20 auction with a **1962 Giulietta Berlina T.I.** The baby blue Giulietta claimed a 2002 British restoration with some performance upgrades done in 2004. The upholstery was done in dark blue leather and the instrument panel showed very well. The wheels were finished in the "hats" common on seventies Alfas rather than the proper hubcaps and the car sat rather low in the rear. Perhaps the wheel hats were more practical for the rallying events in which this car participated. The no-reserve sale grossed \$35,200, less than the \$45,000 low estimate.



1962 Giulietta Berlina TI

A **1960 2000 Spider**, AR10204 10040 finished in cobalt blue with lipstick-red upholstery, was said to have had a bare metal respray and new interior 3 years ago. New Borraris were added at that time and the interior was finished with blue carpeting and red piping. The car came with a spare engine and gear-box. Some may have thought the upholstery looked a bit garish, but that didn't stop the bidders and the Touring-bodied Spider was sold for \$176,000, close to the top of the auction estimate.

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Gooding's 1960 2000 Spider

The successful bidder might have saved some money by following BringaTrailer.com. On December 29, a remarkably original-looking 1960 2000 Touring Spider sold for \$78,000. Painted black with tan upholstery, it had the looks of a well-preserved but somewhat crusty road car—not quite the same as the fully restored Gooding car, but what could one do by way of improvements or preservation with a \$100,000 budget? On the other hand, the Gooding car looked fresh and ready to go and we all know what can happen during a restoration.

Gooding was to have offered a **1965 Giulia Sprint GTA**, AR613274, but it was withdrawn from the sale. There is a discussion going back several years on alfab.com concerning this car. Apparently, two GTAs exist bearing this same serial number and both cars claim a documented provenance, most particularly the one offered by Gooding. These things do happen, especially in the rarified air of successful race-cars. It will be interesting to learn the outcome.

Moving from race track to boulevard, Gooding offered a **1966 Giulia GTC** in white with red upholstery. The Touring-produced cabriolet was the beneficiary of a Swiss restoration, after which it was imported to the U.S. in 2012. It looked very tidy, with good shut lines, only minor tarnish on the exterior trim, and a few scratches on the steering wheel. The engine bay was clean but not overly prepared. It sold at \$148,000, short of its \$150,000 lower estimate.

A very nice looking **1965 Giulia Spider Veloce** was next up. Apparently from the same collection as the GTC, it also sold at no reserve. It, too, was finished in white with red upholstery and claimed an original 49,800 miles. The consignor claimed it was the last Veloce produced, based on Luigi Fusi's serial number records. The car sported cloisonné badges although it was probably delivered with plastic ones. There was

some wear to the trim and a few minor dings were noted. No restoration was claimed, however there were no claims of complete originality, either. No matter—the bidders loved it and it sold for \$104,500.



A fresh Swiss 1966 GTC

The same “private collector” must have been having a white sale, as the third car from his consignment was a white **1967 Giulia Sprint GT Veloce**, this time with black skai rather than red upholstery. This was an Italian-owned car brought to the U.S. in 2014. A mechanical refresh was claimed. The interior looked nice, but the seats were redone in an unoriginal fabric and pattern. The coupe sold for \$66,000.

Finally, Gooding offered a **1951 1900C Sprint**, AR1900 00053, with body by Touring, said to be the third produced and originally delivered to racing great Juan Miguel Fangio. Finished in hazelnut (green) with brown upholstery, the early-production car had some distinctive features that distinguished it from later cars. The bumpers were unique, the instrument panel was unique, and the shape of the $\frac{3}{4}$ window and C-pillar were different. The car was a veteran of the



A beautiful 1900C, first owned by Fangio

show circuit, taking first in class at Pebble Beach in 2007 after finishing a 3-year restoration. An initial restoration was undertaken in 1991 when it was presented at that year's AROC National Convention. The single-carb engine is said to be original to the car. It sold for \$616,000, solidly mid-estimate.

RM Sotheby's Jan 18-19 auction featured 3 exotic Alfas offered at no reserve as a part of the "A Century of Sports Cars" collection of iconic sports cars, mostly Italian exotics, offered from a single private collection.



1921 Alfa Romeo G1

First up was the **1921 Alfa Romeo G1**, SN 6108, the oldest known car bearing the Alfa Romeo name. Produced for the luxury market following Nicola Romeo's acquisition of A.L.F.A. SpA, the six-cylinder engine with long-wheelbase chassis was intended to compete with Rolls Royce and Hispano-Suiza. Due to market conditions in Europe at the time and the 6.299-liter engine's propensities as a gas-guzzler, almost the entire production run of 50 cars was sent to Australia where it was thought that the market would be more favorable.

This particular G1 led a storied life. Its original owner hid the car to conceal it from bankruptcy proceedings and it lived a life hidden in the Australian outback for 25 years before it was revived as a farm runabout, then used to power a water pump when the differential failed. The remnants were discovered in 1964 by Australian Alfa enthusiasts and the car was restored using the bones of another G1 to supply the missing parts.

The G1 has been through several award-winning restorations and has worn several different body styles in its second life. This latest roadster iteration dates from its 2012 purchase by the current consignor. It certainly looks 1920s-authentic in its deep red racing

livery, despite its recent creation. Your opinion of the car depends somewhat on what your definition of *authentic* is, but we know that many important cars of the era were freely rebodied over the years. This G1 is certainly an important artifact of the early history of Alfa Romeo. It changed hands for \$445,000.



Boano-bodied 1900C SS Speciale

Offered from the same collection was the **1955 1900C SS Speciale by Boano**, sn AR1900C 01846. This important styling exercise was produced for and shown at the 1955 Turin Auto Show. After the show the car was sold and passed through several Italian owners before landing in the collection of Mario Righini in the '80s. In 2015, its new owner showed the coupe at Pebble Beach in the preservation class. The car was remarkably original, carrying all its original equipment and having had only expendables like spark plugs, ignition wires, and points replaced over the years.

Following its Pebble Beach showing, the car was offered at the Gooding Auction in Scottsdale, January 29, 2016, where it sold for \$990,000. Its new owner had its aging red paint job removed and the car re-



Retro-looking 1942 6C2500 Spider

turned to its original yellow and black color scheme. The restored car returned to Pebble Beach in 2017 where it took first in class.

The Speciale is a striking design and presents perfectly, as one would expect of a recent Pebble Beach class winner. In my opinion, at \$1,270,000, it was purchased for a bargain price.

Last up from the “Century” collection was a **1942 6C 2500 SS Spider**, 915.515, done in red and black livery with black upholstery. The looks of the car are certainly striking and evocative of an earlier era—earlier than 1942, that is.

The auction writeup claims the car was rebodied by an early owner after being found either “in South America or the south of France.” The body was originally commissioned for an 8C 2900 and has that classic late-‘30s look. It has passed through many owners since then, was entered in the Mille Miglia, and received a higher-performance period-correct SS engine during a restoration in the late ‘90s. I saw this car in person at Amelia Island a few years ago and was impressed by its beauty, even if it was a bit of an anachronism. It sold for \$555,000.



Bonhams 1951 6C2500 SS Cabriolet

Bonhams sold two of the three Alfas it offered at its January 18 auction. Not sold was a **1951 6C2500 Super Sport Cabriolet**, 915992, billed as the last Pinin Farina Cabriolet built. Impressive in its burgundy finish with tan top and tan leather upholstery, the Cabriolet has benefited for a recently completed nut-and-bolt restoration performed in Italy and the U.S. Originally delivered to a British pilot stationed in Germany, the car came to the U.S. in the early ‘60s and was stored in a barn for about thirty years before it was again sold and subsequently restored. The 6C changed hands again in 2009 and was entered in the Mille Miglia before undergoing its latest restoration.

The car was shown extensively since its restoration and changed hands again in 2016 at Gooding’s Pebble Beach auction for \$621,500. This time the 6C was bid to \$540,000, not enough to warrant changing hands.

Bonhams also offered a **1954 1900C Coupe**, AR1900C 01647, with body by Pinin Farina. Most 1900 coupes were bodied by Touring, while Pinin Farina produced Spiders, however Pinin Farina also made 100 coupes based on the short, or “Corto,” chassis. According to the auction house, only 37 of the hundred are still known to exist.

This particular coupe has had only four owners in its lifetime and the 29,744 km on the odometer are said to be actual. Finished in dark blue with light gray fabric upholstery, the car spent most of its life in Italy before coming to the U.S. in 2017 under the ownership of its consignor. The 1900 benefited from an earlier restoration and was nice enough to gain awards on the West Coast concours circuit over the past couple of years. It sold for \$300,000.

Bonhams also offered a **1963 2600 Spider**, AR192672, that claimed only 3 long-term owners from new, all who were from the Oakland, California, area. Finished in the typical red with black upholstery, the Spider is not a trailer queen but has been enjoyed and maintained continuously by its three custodians. A 1996 bare-metal respray is claimed, along with a few performance mods, such as the substitution of Webers for the original Solex carbs and the fitting of an electronic ignition. It appears that all original trim is still with the car.

It was stated that the original owner liked to take the car on twice-yearly jaunts to Mexico, while the last owner collected a number of awards from west coast Concours and car shows. Overall, the auction pictures show a carefully maintained high-end driver’s car with only one off-putting feature—the black-painted rockers. Perhaps this was done during the 1996 repaint as a styling tweak, but it is the sort of change that has potential buyers reaching for their magnets in search of bondo in the nether regions.

Apparently, those examinations gave the Spider a clean bill of health as the car passed to its fourth owner for \$125,000.

Photos courtesy of the respective auction companies.



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

**There's Still Plenty
of Room for Your Classified
Here**

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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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