

ALFANATIC

Next Event

Sunday, Aug 12, 2018

The Alfa Romeo Owners Club of Wisconsin
presents
The Twenty-first Annual
Italian Car and Motorcycle Show

Hosted by
Reina International Auto
12730 West Capitol Drive
Brookfield, Wisconsin

10 a.m. - 3 p.m., Rain or Shine, See page 3 for details and entry form.

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Milwaukee Concours d'Elegance, Show & Glow Paddock This Sunday, August 5

In past years the club event, aka Show & Glow by the Lake, was held Saturday and the Concours d'Elegance was Sunday. This year they are combined into one large show on Sunday. The club event is now the Show & Glow Paddock.

This year the Paddock is a sell-out, meaning about 200 area cars will be on the field. Event coordinator Bob Ludwigson worked with the organizers to assure that all registered Alfas will be grouped together.

Club member Colin Comer is the chief judge for the Concours, Featured cars will include luxury autos, Mustangs, the cars of Donald Healy, cars that raced at the Milwaukee Mile, and two-wheeled vehicles.

Celebrity Judge Donald Osborne is a dedicated Italophile and Alfa owner. He is a regular on CNBC's *Jay Leno's Garage*, a certified appraiser, author, columnist and reporter for *Sports Car Market* magazine, and a former opera singer who is often called on to sing the National Anthem at events he attends.

The show will be open 10 a.m. to 4 p.m. this Sunday, August 5 at Veterans Memorial Park. 🍀

IMSA/Continental Road Race Showcase at Road America, Aug 4-5

If the concours isn't your bag, perhaps this is the week to drive up to Road America for some serious non-vintage racing. The IMSA Weathertech Sportscar Championship race is Sunday's feature, accompanied by a Laborghini Trofeo race before lunch. Saturday's schedule includes a Porsche GT-3 Race, a Laborghini Trofeo race, and qualifying for Sunday's main event. 🍀

FOR SALE 1974 ALFA ROMEO 2000 GTV



Bill Siegfried (847) 328-5975 Siegfried2@comcast.net

Two-owner car, originally purchased from Knauz Continental Autos in Lake Forest, Illinois

In rare, beautiful Azzurro LeMans (French racing blue), with new Italian pin-point vinyl upholstery and new Italian carpeting

Stock engine converted to Euro specs, genuine Cromodora 14 x 6 magnesium wheels, Pirelli CN36 radials, Shankle springs, Koni shocks

89,000 miles, in excellent and original condition

Additional photos, details available upon request. \$45,000

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

- | | |
|---------------------|--|
| 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 , Carmel, California |
| Aug 26 | Geneva Concours D'Elegance , Geneva, Illinois |
| Sept 7-9 | Concours d'Elegance of Ephraim, Hillside Inn of Ephraim, 920-854-7666 |
| Sept 14-16 | Ariens Art on Wheels Weekend, Featuring the VSCDA Elkhart Lake Vintage Festival@, Road America |
| Sept 16 | Wheels of Italy 2018 Event , Minneapolis, MN |
| February 9-18, 2019 | Chicago Auto Show, McCormick Place, Chicago |
| March 8-10, 2019 | Amelia Island Concours d'Elegance , Amelia Island, Florida |

Twenty-first Annual!

Italian Car & Motorcycle Show



Sunday Aug 12, 2018
rain/shine

Reina International Auto
12730 W Capitol Drive, Brookfield, WI

All Italian vehicles welcome: daily drivers or showroom condition

- 10 AM to 3 PM
- dash plaques
- awards (participant judging) & door prizes
- Italian coffee / biscotti
- food & beverage
- low key & FUN
- music
- spectators - free, but a good will offering to the American Heart Association is appreciated
- sponsor: Alfa Romeo Owners Club of WI in cooperation with Reina International Auto
- info: Bob 262.527.2398 rudwiqson@aol.com or Reina Intl. Auto @ 262.781.3338 or 781.4077 info@reinaintl.com

Help celebrate the uniqueness & excitement of Italian design!
LA DOLCE VITA !!!

Proceeds to benefit the American Heart Association



Donations welcome: they will have a booth on site

Pre-registration by August 6th: \$11 per vehicle or \$20 / two
After August 6th: \$15 per vehicle
Make checks out to: AROC - Wisconsin

R. Swanson – ICAMS
N66 W6684 Cleveland Street
Cedarburg, WI 53012

Name _____ Phone (____) _____

Address _____ Email _____

City _____ State _____ Zip _____

Make _____ Year _____ Model _____

Briefs

R.I.P. Sergio Marchionne

We were shocked and saddened to learn this week of the death of FCA CEO Sergio Marchionne at the age of 66 due to unforeseen complications following his recent shoulder surgery.

Among Marchionne’s achievements were turning Fiat back to profitability, bringing Chrysler out of bankruptcy, and the creation of Fiat Chrysler Automobiles as a combined and profitable company.

Most significant to Alfisti, however, was his commitment to the revival of the marque and the reintroduction of Alfa as a world brand. It’s arguable that without his direction we would not have seen any new Alfas, and certainly not in the U.S.

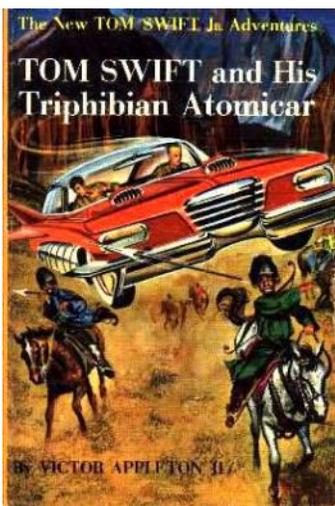
New Sales Manager at International Alfa

Mary Gullan is the new sales manager at International Alfa in West Allis. She sends her greetings to the club. Perhaps you saw their display at the recent Festa Italiana. She says members are welcome any time to inspect the new Stelvios and Giulias.

Ephraim Vintage Festival May Be Revived

Club member John Baker Welch, lead organizer of the Ephraim Vintage Festival, reports that he is negotiating with the Village of Ephraim to provide financial support for the event. He says the village loves the event and the revenue it brings to local businesses. To date there has been some movement toward an agreement but no firm commitments.

Tom Swift and His Early 164 Prototype



AROC-WI members have interests that span far beyond automobiles. Club member Bob Wilson responded to last month’s issue by sharing this find.

He writes, “I just happened across the cover of a Tom Swift book from about the time A.L.F.A. was being rescued by Nicola Romeo, <https://www.tomswift.info/homepage/atomicar.html>.

Sauber-Alfa F1 Box Score

Race	LEC	ERI	Const. Pts
Australia	13th	DNF	0
Bahrain	12	9	2
China	19	16	0
Azerbaijan	6	11	8
Spain	10	13	1
Monaco	18/DNF	11	0
Canada	10	15	1
France	10	13	1
Austria	9	10	3
England	DNF	DNF	0
Germany	15	9	2
Hungary	DNF	15	0
Tot. Pts.	13	5	18

Alfa Monthly Sales Results

	June	YTD	vs 2017
Giulia	979	6,362	83%
Stelvio	1,231	5,769	New
4C	39	134	-45%
Total	2,249	12,265	230%

Links You’ll Like

How about some racing action?

Here are some in-car camera shots of Mike Besic in his Alfa-powered 1964 LaBoa Mk II sports-racer at Road America. See page 7 for some static shots of the car.

<https://www.youtube.com/watch?v=xYAKofJ9uRo>

<https://www.youtube.com/watch?v=p1Fh1B3LCBg>

Thanks to Gary Schommer for the link.

It was amusing to me how much the grill on the car on that cover has in common with Alfa grills over the decades!”

We see what you mean, Bob. If you squint at the *Tom Swift* cover after you’ve maybe had a martini and a couple of glasses of Chianti, you might see a very early design concept for the 164 as imagined by a youthful Virgil Exner or Bill Mitchell.

Colin Comer and the Pinkowski GTV-6

Colin Comer responded to last month’s report on Tom Heinrich’s Summer Solstice Party with the following inside information on Technical Advisor Al Pinkowski’s awesome Turbo’d GTV6. Our reporter identified Al’s car as a Callaway twin-turbo GTV-6. It turns out that that isn’t exactly the case and Colin explains why:

“One note, just in the interests of accurate historical records, is that Al’s GTV-6 is not a Callaway. All (production) Callaway TT GTV-6s were 1985 and 1986s. Al’s is a 1984.

“I’m drawing a blank on who the local WAROC fellow was that used to own it but he lived in Shorewood and played for the MSO as I recall. Anyway he traded it to Reina when Al worked there in the early 1990s—it was chestnut with tan. Al bought it and soon I bought a GTV-6, surprised we aren’t both in jail for what we did with them.

“In 1993 or 1994 I bought the prototype Callaway TT GTV-6 (s/n 001), still on the statement of origin from Alfa, from Callaway’s chief engineer, along with all of their remaining spare parts. Al went with me to Florida to collect the car and (probably foolishly,



Al (far left), Colin (2nd from right) and others discuss the finer points of Al’s engine work.

looking back!) drive it home. For a thousand miles Al begged me to sell him one of the spare intercoolers, two turbos, a set of headers, and the intake piping. I relented and sold Al the parts for the princely sum of a thousand bucks or maybe \$1,500...basically a DIY twin-turbo kit.

“So, Al’s is the 36th of 35 Callaways built. ;) As I recall there were 32 production cars, one mock-up, the black prototype/show car (my car), and the third pre-production car that was a red one used in the brochure.”

In this editor’s opinion, Al has done an amazing job developing and personalizing his GTV-6. He has gone far beyond bolting on the “twin turbo kit.” From engine improvements to suspension and handling modifications, an extraordinary amount of work has gone into making his car what it is today.

Valenti Classics of Franklin Holds Open House

By Bob Ludwigson

On July 14, Valenti Classics, a business that restores collector cars, held its summer open house. Both the Alfa Romeo and Ferrari car clubs were invited to attend. On display were an assortment of ‘60s and ‘70s American collector cars, as well as the vehicles that were in process in the Valenti workshops.

These vehicles included a ‘60s Corvair, a Ferrari Testarossa, and a very unique Chrysler woody Town and Country sedan from the 1940s. The Chrysler woody was in the paint shop after having some of the wooden panels rebuilt. The finish on the wood was magnificent, but reminded me of a wooden boat that needed varnishing every year.

Also on display was a special vehicle recovery truck that was especially outfitted to handle collector cars. The operator of the truck explained that this is accomplished by using strategically placed straps so there would be no chains touching the car.

Outside on display was a 1980 Zastava 750 FIĆA . This orange car was manufactured in Serbia by the Zastava Motor Company, the same company that produced the Yugo. It was based on the Fiat 600 and was being raffled off by St. George’s Church in Racine.

Of course refreshments were served and many of the Valenti employees were on hand to answer questions. I felt the event was very informative and a great way to spend a Saturday morning.



Photos From the Valenti Open House



The Zastava "Iron Curtain FIAT" drew a lot of attention.



Those who visited the paint and body shop marveled at the woodwork on this Chrysler "Woodie." The doors are original, but the trunk was newly produced. It's hard to tell the difference.



Part of the Valenti shop. The Corvair in the background is a super-trick project.



Someone parked a Giulia in the midst of Valenti's display cars.



Thanks to Gary Schommer and Bob Ludwigson for the photos.



Valenti will be displaying at the Milwaukee Concours on Aug. 5 and will host another open house, Saturday, Aug. 18. It's for a British car club but you can come anyway.

Photos from the Elkhart Lake Concours d'Elegance, Friday Evening, July 20

Gary Schommer attended this year's event and sent along these pictures for those of us who missed it.



Mike Besic and his 1964 LaBoa MK II, a 1600cc Alfa-powered Sports Racer. 1,100 lbs. and 170 hp



Above: Rob Davenport's GTV



Unidentified GTV



Left: Brian Bunkhorst's 8C2900, best of show at last year's Milwaukee Concours



Left: Jim Fuchs' 488 Ferrari

Right: Allan Thom's '65 TI



8 Days in Italy, The AROC Tour, 2018, Part 2

By Tom Heinrich

After a wonderful night in the Grand Hotel on Lake Garda, the next day's itinerary included a visit to Modena and the Ferrari Museum, and a Maserati museum masquerading as a Parmigiano-Reggiano cheese factory. And...

We didn't go! I think jet-lag had set in, coupled with the incredible old-world setting of the Grand Hotel, situated on Lake Garda, the sun gleaming off the water, and waves lapping at the shore inspired Pam and I to sleep until noon. Instead we explored the areas around the hotel and, vacationed.

That evening we had a cocktail party and another Italian multi-course dinner, complete with some entertaining stories from Brian Redman, the famous and very successful British race driver.



Brian Redman entertaining the tour participants. *Quite the raconteur.*

The next morning found us up bright and early and again touring the fine Italian countryside to the Allegrini Winery, where we were treated to a tour of the historic winery building (an old Renaissance-era villa) and then a tour of the wine they produced there.



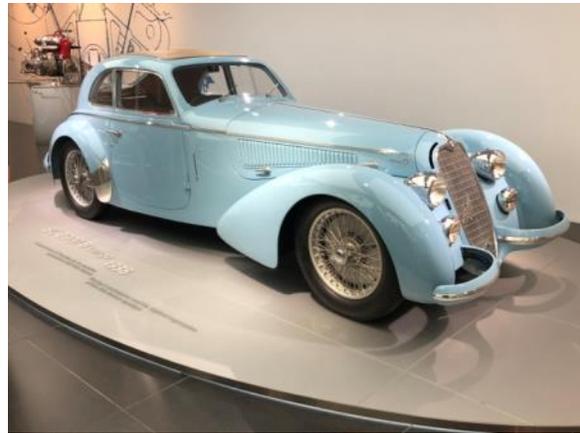
The Allegrini Villa della Torre estate is definitely worth a visit!

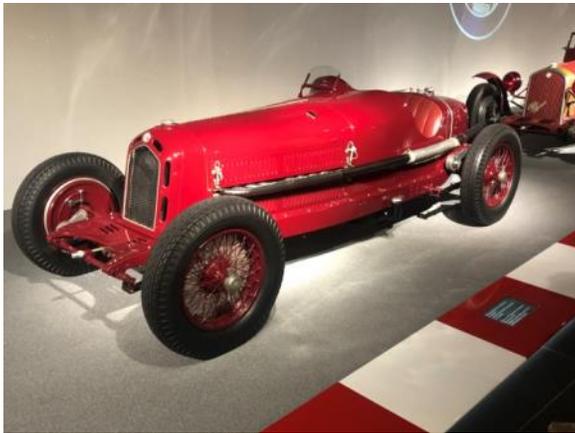
Following the winery tour, we drove to a small village on the east shore of Lake Garda for a grand luncheon al fresco, then a ferry boat ride back to the west shore of the lake where the Grand Hotel is located.

By now I was completing my second non-car-day in Italy, so was starting to think this was something of a more normal vacation.

Jogged back to reality, however, the next morning found us on the bus to Milan to visit the Museo Storico Alfa Romeo, the Alfa Romeo Museum. We had a wonderful and passionate docent lead our tour, who explained many details about the cars we viewed, the history of Alfa Romeo, and its ties with Italian culture and history. In addition, the Mille Miglia participants were going to be traveling through the museum grounds on several regularity sections, so it was interesting to see them competing through the checkpoints. Time for some more cars?









Here are a few to enjoy:



Then it was back to the bus for a trip to Monza, the spiritual home for all racing in Italy. The Mille Miglia participants had a stop there so we traveled over to meet them and view the activity. I even got to help push start the team from Pennsylvania and their Giulietta Sprint Veloce.



Custom Aprile bodied Alfa Romeo, back from the Mille on a trailer, replete with the dirt and grime of battle.

Following that energetic effort, it was back to the luxury coach where we traveled to our next stop at the NH Lingotto hotel, housed in the former Fiat factory in Torino.

Following breakfast at the hotel, we boarded the bus to travel to the Lopresto collection. Corrado Lopresto is another visionary collector who grew up in a well-to-do family which had many older cars stored in barns and garages on their properties. Playing in them as a child established an appreciation for the style and design and the feel for automobiles. And being in the high-style center of the European car world allowed his passion to grow and his accumulation of many very special prototype and unique Italian cars, the majority of them being Alfa Romeos.



Special configured 750 series Giulietta Sprint, next to the prototype Pininfarina Giulietta Spider, next to the prototype Bertone study for the Giulietta Spider



This was explained to me as the Bertone prototype for the Alfetta. Was a larger and more elegant looking car in my eyes.



This beautifully executed '30s vintage coupe has been retrofitted with an extremely rare Alfa Romeo V12 experimental engine.



Anyone fancy serial #1 series 101 Giulietta Veloce motor for their restoration project?

As we left the Lopresto collection a sharp-eyed attendee noticed a sign for the Lambretta museum in a nearby building. Popping in for a visit we were treated to a gem of a museum with a guided tour provided by the owner/proprietor. It turned out that he is a parts supplier for Lambretta scooters and has put together

an impressive museum display of these diminutive transportation devices, including displays of turn-of-the-century (the 19th) bicycles and a great 100-year display of the motor scooter, which allowed the populace of Italy the ability to move about on a budget.



With, literally, hundreds of diminutive scooters available, the proprietor's choice of ride was the largest automobile I saw in 2 weeks of travel.



Not sure that this 1875 conveyance ever made it to serial production, it certainly looks like the designer was channeling Da Vinci in design philosophy.



This early 20th century scooter featured a Briggs and Stratton engine for motivation.

Back at the hotel, Pam and I had a chance to tour about the hotel which is housed in an old Fiat factory. Being a huge old facility part of it houses a school of design, with this interesting vehicle on display:



According to the placard, it was designed in 1955 by Alberto Morelli. In 1977 it was placed in the wind tunnel at Pininfarina where it registered a 0.295 Cx.

The following day was our final car-related event, a

tour of the Museo Nazionale dell'Automobile, or the National Automobile Museum. Fantastic, lovely, well organized and thought out, there were not only plenty of cars to view but also documentary video and interactive displays honoring automotive designers and production methods, the artistry of the automobile, and the history of the automobile industry in Italy and its impact on the world.



Cool wood body-buck used to create the tooling to press the steel body panels of the Giulietta Sprint:



Alfa Romeo RLSS. According to the English translation on the placard: "The first Alfa wanted by Nicola Romeo, clad sailor-style in the USA."



Uber-rare Mercedes W-196 Grand Prix car of the mid 1950s.



Incredible line of Italian race cars from the 'teens through the '50's. Lotsa Red!



Superb 1956 Maserati 250F Grand Prix car, with the equally superb Alfa Romeo Alfetta Tipo 158 Grand Prix race car from 1938, in the background

Our final event on the tour was another lovely multi-course dinner at a winery out in the Piedmont region of Italy. More appetizers, wine, primi pasta course, wine, secondi pasta course, wine, main course, wine, dolce course, wine/grappa/espresso.

This trip was just fantastic, so well organized and well thought out, and paced from the standpoint of “car stuff” and cultural/sight-seeing activities. I would not hesitate to partake in another Steve Austin-led event.

Fantastico! 🍀



Couldn't resist including this. While touring Rome the night before heading back to the states, Pam found her perfect little Fiat Cinquecento.

Good to the Last Drop...

By special request of the attendees...

Peach Squares

[served by Chrystal Abhalter at Tom and Pam Heinrich's Sports Car Solstice]

- 3 T. plus ¾ cup sugar [separate]
- ½ tsp. ground ginger
- 5 medium fresh peaches, pitted and sliced, unpeeled
- ½ cup butter at room temperature
- 2 eggs
- ½ tsp. vanilla
- 1 ½ cups flour
- 1 tsp. baking powder

Preheat oven to 350°. Grease a 9" x 13" glass baking dish. Combine 3 T. sugar and ginger in a bowl, and add peaches. Let stand for 30 minutes, stirring occasionally. In a separate bowl, cream butter with ¾ cup sugar. Add eggs, one at a time. Beat in vanilla. Gradually add flour and baking powder. Spread batter in baking dish. Spoon peaches and their liquid over the batter. Bake 45 to 60 minutes, testing for doneness with a toothpick. Cool in the pan on a rack, then cut into squares. 🍀

Alfas at Auction – Festival of Speed

By Bob Abhalter

The Goodwood Festival of Speed is one of a pair of must-see British enthusiast events staged on the Goodwood estate in Chichester, U.K. While Fall's Goodwood Revival is all about vintage road racing, the Festival of Speed is about, well, *speed*. Supercars and racers compete for honors on the hill climb course while carmakers introduce their latest and commemorate anniversaries. Everything from F1 cars to NASCAR stockers have shown up to challenge the course. This year the Mustang and Charger used in the movie *Bullitt* were reunited and ran the course together. As always, a high-end auction is a part of the mix of activities. The Bonhams Festival of Speed Auction was held Friday, July 13. Among the offerings were several very desirable Alfa Romeos covering a range of ages from 1929 through 1964. We'll review them in order of age.

The oldest, a **1929 6C1500 Sport Tourer**, chassis 0211459, was an example of Vittorio Jano's initial contribution to Alfa's road-going legacy. Convinced to leave Fiat for Alfa Romeo by Enzo Ferrari and others, Jano was instrumental in developing Alfa's spectacular P2 Gran Prix car and was then charged with developing a road car based on the same concepts. The result was 1927's 6C 1500. The Sport Tourer model, introduced in 1928, was intended as the competition version. It carried a hotter engine with a twin cam head, higher compression, and a two-barrel carburetor, producing 54 bhp versus the standard model's 44 hp.



1929 6C 1500 Sport Tourer

The car on offer was delivered new to the U.K and competed successfully at Brooklands and other British venues. It was rebodied as a fabric-bodied sedan in the 30s and then returned to roadster form sometime before 1943 by Mr. A. J. Phippen. Phippen specified

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several modifications to the car to suit his taste and designed the body the car now wears.

The 6C has been in the consignor's family since 1961 and was treated to a restoration during the 70s and 80s. One of 20 of the 6C1500 171 chassis known to exist, its ownership can be traced from new.

In my opinion this car's rebody isn't as visually satisfying as the Italian original. That said, the bones are mostly original, and the motor and the chassis haven't been separated, making this Alfa an unusual and desirable object. Bidding was brisk, and the car was sold to an Italian bidder for \$267,233, including premium.



Speaking of unusual and desirable objects, the next two lots were a **1930 6C 1750 engine and gearbox**, offered by the same consignor. I can imagine a past owner of the 6C 1500 wanting to hop up his ride and laying these two pieces aside for some future opportunity which never came. The engine was sold to the car's new owner for \$27,993 but the transmission fell shy of reserve and was a no sale at the \$15,859 high bid.

The **1932-34 Tipo B Grand Prix Monoposto**, chassis 5007, offered by Bonhams is a magnificent piece of equipment with a complex and convoluted history. A lot is known about the Tipo B's ownership history but somewhat less is known about the car's origin. The auction description, one of the longest yarns I've ever seen, is peppered with "maybes" and "possibly's."



1932-34 Tipo B—famous in England

The heart of the car's story is that the Tipo B was purchased from Scuderia Ferrari in 1934 by British sportsman Richard Shuttleworth. Shuttleworth campaigned it enthusiastically and with some success. His most notable achievement was winning the 1935 Donnington Grand Prix.

Having torn up most of the British countryside and now looking for new challenges, Mr. Shuttleworth entered the 1936 South African Grand Prix where he had a serious crash, resulting in a coma and long recovery. The mangled car was sent back to Modena where the Scuderia was commissioned with its restoration.



The Tipo B's Cockpit

The cloudy parts of the story involve the Tipo B's pre-Shuttleworth life and subsequent post-crash restoration by the Ferrari shops. Alfa authority Simon Moore theorizes that this car was assembled in 1934 from parts obtained from Alfa Romeo and bodied as a streamliner for the Avus Speed Trials where it shamed the German competition. The same car then could have been rebodied as the Grand Prix car in which racer Guy Moll met his fate during the Coppa Acerbo later that season. Moore theorizes this was the car, rebodied once more, purchased by Shuttleworth but "we will never know for sure."

When the Tipo B was returned to the Scuderia after Shuttleworth's accident, they might have used a spare chassis, or they might have repaired the original. The original chassis number was the four-digit 5007, indicating a first-series car, but the five-digit 50007 second-series chassis number was applied after the 1938-1939 restoration. Was this an error by the works or purposeful? No one is sure.

Subsequently the Tipo B passed on to other owners and in the forties was rebodied to a two-seater for

road use. A later U.S. owner then converted it back to a monoposto in the 80s, preserving the two-seater body's elements. Those body parts were included in the sale and it was stated that the car can relatively easily be switched back and forth between the two configurations.



One serious engine—Tipo B

Whether the car can be called a 1932 or 1934 Tipo B and whether the chassis number is 5007 or 50007, no matter how many times the car was rebodied, I think that almost everyone would call this the “real deal.” It is a most impressive piece of kit, as the British might say. The car sold to a telephone bidder for \$6,043,996, near the low auction estimate.

The next step on the timeline is a **1959 2000 Spider**, AR10204 01637. The handsome Touring-bodied Spider is done up in the customary red with black upholstery. It is a U.S.-delivered car that was imported to the U.K. in 1990. The new owner undertook a garage restoration, but he was no mere amateur, having already successfully restored two concours-winning vintage Alfas. His work was awarded with a first place at the 1994 National Alfa Day show, followed by a second the next year. The car was sold at the



1959 2000 Spider—Italy to the U.S. to the U.K.

2000 Bonhams Goodwood auction, and the new owner also had success showing the car. It is said to have been little-used for the last 18 years and was recently recommissioned after six years off the road.

The car shows very well for a 1990 restoration, a testament to the skills of the owner-restorer. The lines, the paint, interior, and engine compartment all are in good order. An original tool kit and period Motorola AM radio are extras. The most visible fault is the haze and light corrosion on the instrument surrounds. The Spider was well bought and sold at \$93,340. The red **1962 Giulia Sprint Coupe** with black upholstery on offer was brought from the U.S. in 1974 with 43,000 miles showing on the odometer. Today it has but 52,700 miles showing and is said to have been driven only 500 miles since its 2005-2010 restoration. The Sprint's restoration was commissioned by the son of the original owner after he inherited it. It was claimed the restoration cost some \$62,000. In my opinion, the son should have chipped in another \$10,000 and finished the job.



1962 Sprint Coupe—nice on the outside

The restoration work that was done appears to have been executed very well. The shut lines are all very good, the chrome is bright, and the anachronistic dual 70s-era trapezoid mirrors aren't really that hateful. The engine compartment has a few aftermarket clamps to criticize and the engine castings are tarnished, probably the result of long years of storage. Apparently, the money ran out before the project got to the interior. The dash pad stitching is worn away around the switches, the steering wheel is tarnished and the center emblem badly crazed, the instrument dials are unrestored and their rims are pitted. The upholstery looks nicely worn in and the rest of the interior details either look okay or were artfully lit in the auction photos. The sill plates are badly pitted and ugly. It's safe to say the new owner will have a few projects ahead of him. Despite the issues noted, the car sold well at \$54,472.

Classifieds

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

For Sale

1974 GTV - A two-owner car, owned for 25 years by club member Bill Siegfriedt. A well-maintained example in Azzuro LeMans, the car has been seen regularly at club events. Bill claims it to be in excellent and original condition and we believe him. He's asking a reasonable \$45,000. Contact Bill at 847-3285975 or Siegfriedt2@comcast.net.

1986 Spider - Blue, great condition, 132k miles. New paint, body work, and mechanical freshening, asking \$17,500. Kansas City area. Email Victor Anderson at technohippe@gmail.com or call 808-284-9016 for photos and further information.

1974 GTV project. Much of the heavy work done, but still needs finishing. In Edmond, OK. Contact Deke Roberts at 407-361-3277 or deker0000@aol.com for full information.



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

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

Last but not least, an RHD **1964 Giulia 1600 Spider**, in gray with red upholstery, was listed in the catalog but sold prior to the auction. The rare right-hand-drive model has a known history of ownership among British Alfa Owners Club members and has been consistently maintained over the years. It benefited from a 2107 restoration that brought the car back to its original gray color after some time spent painted blue.



Scarce 1964 RHD Giulia sold well

This car presented very well and the quality of the redo appeared to be excellent. The chrome on the nose of the car didn't even need plastic edging to conform to the body lines. Everything was stock appearing, except for those pesky trapezoidal mirrors which don't complement the car's lines. The photos make the car look like its sitting a little tall, but that might be an illusion. The interior is as nice as the exterior with the exception of the recovered dash pad which, although it was a good attempt, didn't hit the mark. Apparently RHD dash reproductions aren't available. The pre-auction sale netted a very strong \$105,130.00

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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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