

ALFANATIC



Save the Date!

AROC - Wisconsin Annual Banquet and

Business Meeting

March 23, 2019

Fox & Hounds Restaurant and Tavern

Hubertus, Wisconsin

Watch this space for details and sign-up information



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Club News

Hagerty Divers Club and a Special Bonus for AROC-WI Members

Many are aware that club member **Colin Comer** serves as Marketplace Director for Hagerty Insurance and is a contributing editor for *Hagerty* magazine. He has generously provided the club a sample of the *Hagerty Insider*, a bonus publication assembled by the company's market analysis team. Look for it in your inbox as an *Alfanatic Extra*.

Hagerty is continually expanding its marketplace offerings and recently launched the Hagerty Drivers Club. If you have Hagerty's insurance you are already a club member, but it's not necessary to be insured by Hagerty to become a member.

Membership includes a roadside service plan, supplier discounts, access to the Hagerty valuation tools, the *Hagerty* magazine, and promises of future members-only events.

Colin says..."the HDC is a tremendous bargain. Beyond the magazine the benefits (roadside assistance, discounts at good vendors, etc.) far exceed \$45.00 in value."

The magazine alone is worth the price. The design, layout, and editorial content are superior. For details on the Drivers Club, visit hagerty.com/drivers-club.

Bill Hall Drives Home

Well not to his Wisconsin home, but the home of auto making in the U.S., Detroit, Michigan. Local car guy Bill is participating in the *Drive Home IV*. The event is sponsored by the operators of the LeMay museum in Seattle and Detroit's North American International Auto Show.

A team will drive four vintage pickup trucks from Houston, Texas, to Detroit via Charlotte, N.C. from January 2 through January 12. Why pickups? It's an acknowledgement of the continuing shift in Americans' transportation preferences. (Fortunately, Alfa Romeo, hasn't yet announced a pickup model.)

Bill's field reports appear on the Hemmings.com website. Previous outings have produced some predictably bizarre happenings. Driving four '50s and '60s era trucks cross country? What could possibly go wrong? 🍀

2019 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

January 18-20 AROC Sixth Annual Palm Desert Retreat, Palm Desert, California
 February 9-18 [Chicago Auto Show](#), McCormick Place, Chicago
 March 8-10 [Amelia Island Concours d'Elegance](#), Amelia Island, Florida
 March 23 **AROC-WI Annual Banquet and Business Meeting**, Fox & Hounds, Hubertus
 May 3-4 **AROC-WI Das Kurze Klausenrennen, New Glarus, Wisconsin**
 May 12-22 [3d Annual AROC Goes To Italy Tour](#) (reportedly sold out, but there is a wait list)
 May 17-19 [SVRA Spring Vintage Weekend](#), Road America, Elkhart Lake, Wisconsin
 May 31-June 2 [MotoAmerica Dunlop Championship](#), Road America
 June 14-16 [WeatherTech® Chicago Region SCCA June Sprints®](#), Road America
 June 20-23 [Road America INDYCAR Series, Elkhart Lake, Wisconsin](#)
 July 13-15 **AROC Pre-Convention Tours, Pittsburgh, Pennsylvania**
 July 16-21 **AROC National Convention, Pittsburgh, Pennsylvania**
 July 18-21 [WeatherTech® International Challenge with Brian Redman presented by HAWK](#)
 July 26-28 [Road America Vintage MotoFest and AHRMA Vintage Motorcycle Classic](#)
 August 1-4 [IMSA WeatherTech® SportsCar Championship and IMSA Michelin Pilot Challenge](#)
 August 3-4 [Milwaukee Concours d'Elegance](#), Veterans Park, Milwaukee
August 11(T) AROC-WI 22nd Annual Italian Car and Motorcycle Show
 August 18 [Pebble Beach Concours d'Elegance](#), Carmel, California
 August 22-24 [NASCAR XFINITY Series, Super Trucks, SCCA Pro TransAm](#), Road America
 August 25 [Geneva Concours d'Elegance](#), Geneva, Illinois
 September 13-15 [Ariens Art on Wheels Weekend featuring VSCDA Elkhart Lake Vintage Festival](#)
 September 20-22 [Pirelli World Challenge](#), Road America
July 20-26, 2020 AROC National Convention, Colorado Springs, Colorado

Briefs

Alfa New Car Sales Set U.S. Records

Alfa Romeo's U.S. December sales totaled 1,946 units, down 4% from last December. However sales for the year nearly doubled those of 2017. The total sales figure of 23,820 is far and away the current sales record for Alfas sold in the U.S. in a single year.

Meanwhile, Italian production of Giulias and Stelvios fell to a total of 68,325 for the year. Giulia production of 28,546 was down 41.1%, while Stelvio production of 39,782 decreased by 28.3% from 2017 numbers. Actual European sales numbers are not yet available, but the production numbers tend to tell the tale.

How About a Used Giulia?

They are available, and at attractive prices. But you might have to travel a little to nab one. Model year 2017 Giulias are beginning to appear on the market at prices from the mid-20s to mid-30s, while low-mileage Quadrifoglios tend towards the high 50s. There are 19 used Giulias and Quadrifoglios for sale within a 75 mile radius of Kenosha but only one in Wisconsin, at Palmen Motors in Kenosha. Bergstrom Alfa in Appleton also lists a pre-owned Giulia. Used Stelvios are also to be found in Illinois, with only one available in Wisconsin, again at Palmen motors.

R.I.P. Jim Neill

We note with regret the passing of Jim Neill on December 27, due to complications of emphysema. Jim was a super Alfista. He was the custodian of the AROC technical library and a fount of technical information, always ready and willing to enthusiastically help any owner in need. He served the Alfa community, member and non-member alike as Papajam, a frequent contributor and commenter on alfabb.com.

The Alfa community has lost a great asset and good friend with his passing.

Fiat on the Dragon Begets Alfa Romeo on the Dragon

There are plenty of good driving events available and even though this particular one conflicts in dates with our own Kurze Klausenrennen, I thought I'd give it a mention. Organized by Fiat Club America, the event bills itself as one of the largest and most fun Fiat/Alfa events anywhere. The not quite up-to-date website fiatonthedragon.com at this writing has details from

last year's event. A link leads to the registration page for this year's event to be held from May 2 to May 5. Limited to 150 cars, the weekend includes a show and driving events focused on the area around the infamous "Tail of the Dragon," aka US 129 in the vicinity of Deals Gap, North Carolina.

This year a separate class is planned for Alfas, with a distinctive logo and events. If you can't come to New Glarus, maybe this ride is for you.

A 1900C SS With Milwaukee Roots

Bill Hall pointed out the 1900C SS, serial number AR1900C*10081, offered by Fantasy Junction, Emeryville, California, as having a Milwaukee connection.



According to the company's write-up, the car was purchased from an Italian collection by Milwaukee businessman John Julien in the '70s. He reportedly used it extensively in Europe before shipping it to New York in 1978. In 2002 the 1900C was treated to a comprehensive restoration and in 2005 and 2006 it took back-to-back best in class awards at the Milwaukee Masterpiece. Bill says that the owner at the time was Joe Miranda and the car was restored by Brian in Cedarburg.

More recently, it has appeared at a number of shows on the West Coast. If you'd like to repatriate it to Wisconsin, Fantasy Junction is asking \$375,000. 🍀

Alfa Monthly Sales Results

	December	YTD	vs 2017
Giulia	873	11,519	29%
Stelvio	1,063	12,043	343%
4C	10	238	-42%
Total	1,946	23,820	98%

Tech Tip Flashback

From the January 2000 Alfanatic

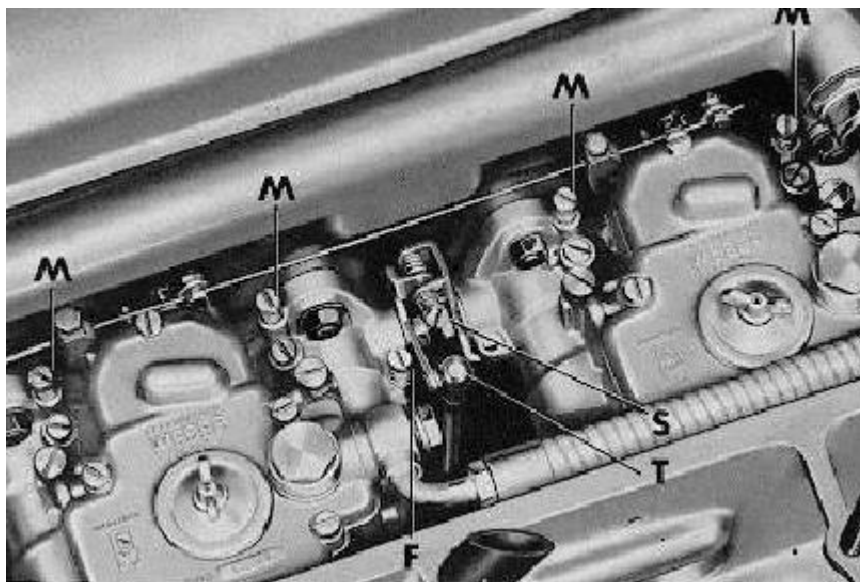
Twin Carburetor Adjustments

By George Meikrantz

To synchronize carburetors, or a Spica system, the goal is to run the engine on the front two cylinders and then on the back pair. The speed should be the same.

Procedure:

- Connect a wide-scale idle tach if available--nice but not mandatory.
- On cars with **electronic** ignitions, move plug wire boots until metal sparkplug connectors are exposed. (If the boots are balky, take a nail, slide it in 1/2" or so between the wire and boot, and put a drop of oil in the opening. This should make sliding the boots up much easier. Silicon grease could be used also.)
- On **non electronic** ignitions, one has the plug wires loose/sitting on the plugs and carefully lifts pairs of wires to have the engine



run on 2 cylinders at a time. (Doing such on the electronic system would do damage.)

- Start engine. Take two screwdrivers and short out either the front or rear pair of sparkplugs. Do the same to the other two cylinders. The goal is to have equal speeds on each pair of cylinders. Adjust using the sync. screw (*fig. S*) between cylinders 2 and 3.
- Once the carbs are in sync, one can go back and tweak the idle mixture adjustment from the initial 3/4 of a turn out on early style idle adjustment screws, (*fig. M*) or 3 turns out for the later highly tapered screws. One wants the highest engine speed. Playing with the idle speed screw (*fig. F*) by the number 3 cylinder is obvious. Also obvious: screws shouldn't need to be turned lots and lots of turns—easy does it.

Finally, forget carb flow meters, etc. Years ago I watched an Italian mechanic in Canada sync/adjust my carbs as above in 5-10 minutes. Shorting cylinders has worked very well over the years. I've used this strategy on the 6 cyl 2600s I've owned also! 🍀

What's in a Name?

Duetto? Boattail? Roundtail?

A conversation from the Italian Car Digest as reported in the April, 1996, Una Notizia and reproduced in the January 1999 Alfanatic.

Editor's note: This email exchange was assembled from postings to the old Italian Car List, a now-defunct mailing list that preceded the Alfa List, which was in turn rendered obsolete by the Alfa Bulletin Board. In the days before the World Wide Web turned the internet graphic, these text-only mailing lists and their digests were a valuable technical and social resource for Alfisti.

Discussions like this would sometimes go on for weeks and were often, like this one, a mixture of fact and opinion. While the correspondents don't quite have their facts straight, this naming discussion was typical of the banter that kept the lists alive and lively. I've dropped in a few comments along the way.

Mike Helmsley: ...1969 Boattail (Is it proper to call a '69 a Duetto?)

John Pickering: Boattail! Come on Mike, I expect better of you! If any Alfa Spider is to be called a boattail, it should be the post-'69 ones—just look at the back of your average fishing boat. There's a big square end for mounting the outboard motor. I don't know where or when the "boattail" moniker was first (mis)applied to '66-'69 Spiders (perhaps historians

such as (John) Hertzman can research and respond?) but I think we should all cease and desist using it. Call them roundtails please! And no, a '69 Spider is not a Duetto. That name is reserved for the 1300 and 1600 '66-'68 variants. *(Actually, 1300 Juniors weren't introduced until 1968, too late to be called Duetto. Aside from some limited advertising, the factory didn't really use the name due to copyright issues. The late John Hertzman was a recognized authority on things Alfa.)*

MH: John, both you and Dan P. confirmed that, as I suspected, the '69 is not a Duetto. That's why I used Boattail. Now let's discuss Boattail.

I will admit that my usage stems only from my experience. When I got involved with Alfas, the Spider had just changed from what I was told was a Boattail to a Kamm tail. It made sense to me, so I have always used that terminology.

The reason it made sense to me is that I grew up around the Chesapeake Bay where there is a boat style called the Hoopers Island Drake Tail because it has an unusual stern—much like the “Roundtail” that John prefers. My brother's first boat was a Hoopers Island Drake Tail. So, I know that Duetto is wrong for 1969 Spiders, but let me hear arguments for Roundtail versus Boattail.

Frank In Alfas: Being an owner of a '69 1300 Junior, I naturally have read everything in print on the “boattails”/“osso di sepià”/ “cuttlefish”/ “roundtails”/ “Duetto,” etc., etc.!!

1. “Duetto”, I understand, officially only applies to the very first of the breed which were strictly the 1966 cars with the 1600cc engine. *(The 1600 Spider, as the cars were officially named, was pro-*

duced through 1967.)

2. The 1967/68/69 (and 1 car in 1970) with the 1750cc engine were officially called “Veloce Spiders.” *(Close. They were officially the 1750 Spider Veloce.)*
3. All 1300cc cars were called 1300 Spider Juniors. *(Most would call them Spider 1300 Juniors.)*



Those are the only names used by the factory in English to my knowledge. All other names are nicknames, like Ferrari's “Daytona”—officially the 365GTB4. So have at them as you like!

Bob Weeks: ‘66-’69 Alfa Spiders have been referred to as boattails almost since their introduction. Admittedly, most little fishing and pleasure boats in this country have square tails, but take a look at the sterns of tugboats and oceangoing vessels, especially those from the ‘50s and ‘60s, and you will see why these Alfas are called boattails. *(See also the Auburns and other coachbuilt classics from the ‘20s and ‘30s. That styling terminology has been in use for a long time.)*



Photos: © Jill Reger

The '69 was the first SPICA fuel injected 1750 Alfa and is *not* a Duetto. That term is reserved for the ‘66 - ‘68s which were fed through 2 dual Webers. *(This is, of course, a U.S.-centric comment as only U.S.-spec cars received SPICA injection. The rest of the world got dual Webers for the duration. All Spiders produced in 1968 were either 1750 Spider Veloces or Spider 1300 Juniors. None were officially imported to the U.S.)* 🍀

Classifieds

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

Wanted

Your free classified ads! Let me know.

For Sale

1985 Alfa Romeo Spider \$4,000

Maintenance and repair records going back to the early 90's. 203,800 miles, top doesn't leak, stored indoors in the winter, and has a clean title. The little Alfa does need some TLC, but it has been a fun and reliable car for me. Any questions, please feel free to call Rick at 414-477-8903.



Gary Tree is trying to clean out his garage. He is parting a **1980 Spider** and has many other parts to sell, too numerous to list. An S2 Windshield, fiberglass bumpers, engine, transmission, door latches, etc. Just ask! Contact Gary at 608-209-2352, or gjtree-house@gmail.com

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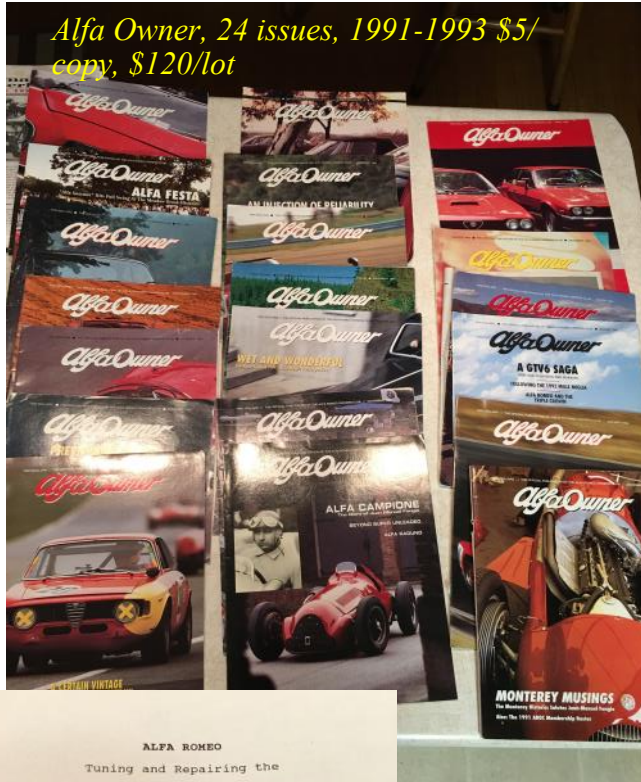
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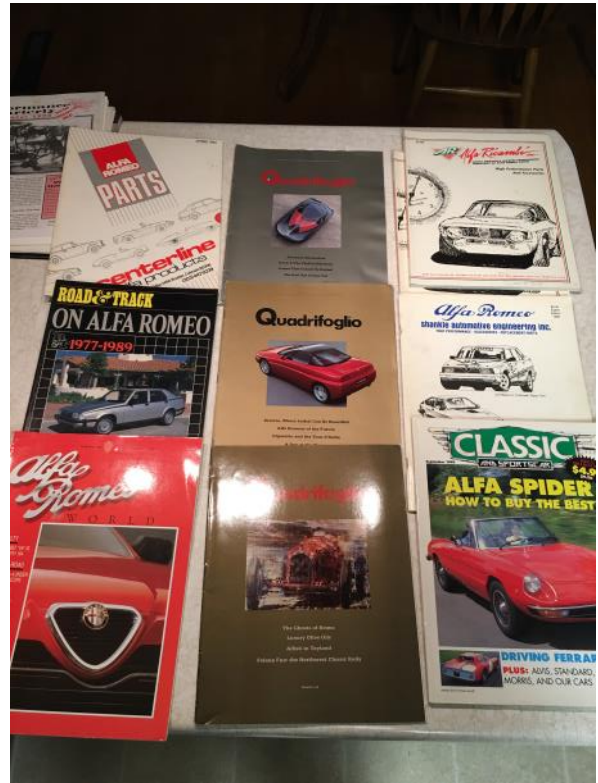
630-553-9023

sbcinc@aol.com

Ray Petry writes: I have a huge pile of Alfa Romeo literature that I move from house to house and I think it is time I shared it with another enthusiast. It includes a metal dealer sign (reproduction), an Indy car poster from the Alfa power plant years, many copies of the *Alfa Owner* from the 1990s, some copies of *Quadrifoglio*, some parts catalogs, a SPICA fuel in-



Alfa Owner, 24 issues, 1991-1993 \$5/ copy, \$120/lot



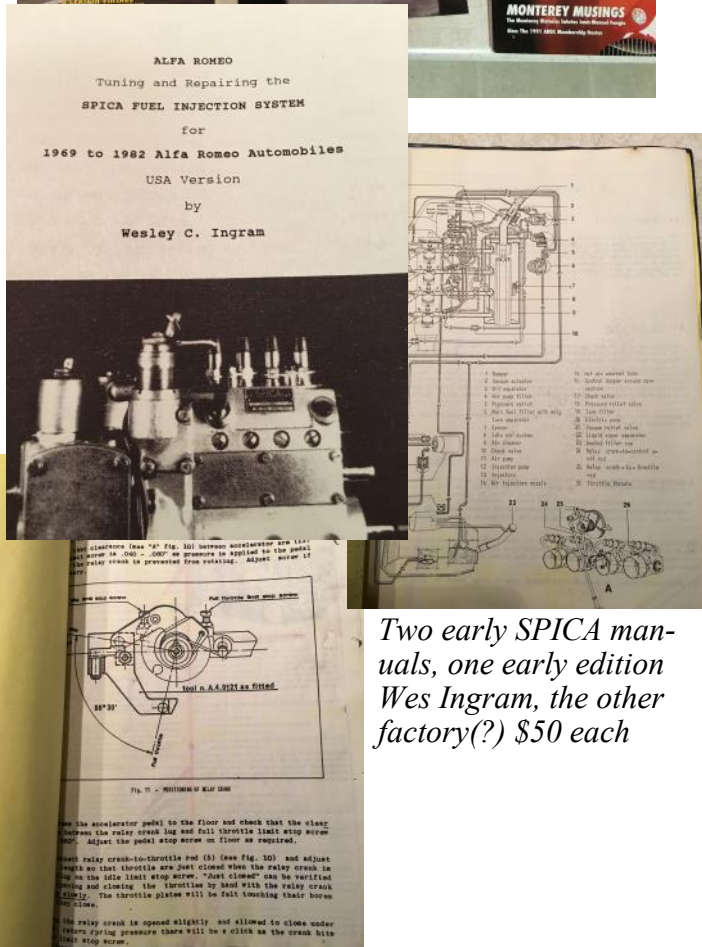
Three copies of the Quadrifoglio, Alfa's U.S. house organ, \$30 for the lot

jection manual, some Alfa books, and the special 60th anniversary Pininfarina book. I was hoping to sell them as a single lot but may consider breaking it up.

See the photos. There are more items available. Please inquire.

Prices negotiable, especially for the entire lot. Local pickup preferred but can ship if necessary. Alternately can meet in Milwaukee, Racine, Kenosha area.

Contact Ray at flhwelder@gmail.com



Two early SPICA manuals, one early edition Wes Ingram, the other factory(?) \$50 each



Several copies of the Performance Quarterly, published by Alfa Ricambi, offers



Alfa Indy Car race poster in great condition but with junk frame, \$25.00



Reproduction of an Alfa parts and service sign, 24"x24", \$50.00

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

Automotive Fine Art

Jill Reger of Scottsdale Arizona is a photographer specializing in classic autos, including but certainly not limited to, Alfa Romeos. Check out her work at www.jillreger.com



This collage includes many of the Alfa photos Jill has in her collection. All are available as single prints. The collage is also available.

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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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