

ALFANATIC



Next Event

AROC - Wisconsin Annual Banquet and Business Meeting

Saturday, March 23, 2019

Fox & Hounds Restaurant & Tavern

**1298 Friess Road
Hubertus, Wisconsin**

Prepayment and Meal Selections Due by March 15

See Next Page for Details and Sign-up



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Saturday March 23, 2019
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.

Certain of the listed meals are optionally available gluten free. Promptly let Gary know if this is of interest to you.

Meal choices include:

Chargrilled 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. **\$25.50**

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. **\$22.50**

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. **\$22.50**

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. **\$19.50**

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, March 18, both how many are coming and our food selections.

Name(s): _____

Main selection: _____

\$ Enclosed: _____ **Check#:** _____

MAIL your selections and payment (checks made out to **AROC-WI**) no later than **Friday March 15th** addressed to Randy Swanson, N66 W6684 Cleveland St, Cedarburg, WI 53012. If you make a late decision to come, please contact Gary by Friday March 22 ---- you may then pay Randy at the event.

Questions: Contact Gary Schommer at alfaman@wi.rr.com or 262-252-3750 or 414-418-0879

Hagerty Says Buy “91-95” Spiders “Before They Take Off”

In a February 21 post, Eric Weiner, writing for Hagerty.com, identifies Series 4 Alfa Spiders (1991-95) as one of eight models he believes will increase in value in the near term. Now, if you can find a post-1993 Spider you will have found a true rarity, as Alfa imported the last of them as 1993 “commemorative editions,” but we’ll overlook that issue. Also included in the list are two Ferraris (328 GTB/GTS, F355), the 1968-71 Mercury Cyclone, the original Volkswagen Beetle, 1968-72 Olds Cutlass, 2005-08 Dodge Magnum, and 1983-92 VW Golf Mk II.



In the author’s perspective, buyers searching for a ‘90s Mazda Miata might want to consider the Spider as an alternative. He writes that Spiders aren’t getting much love from younger buyers. He says that Baby Boomers still find them popular, based on the cars being added to Hagerty policies. According to Hagerty, the average price at auction has increased by 19%

over the last 12 months. Despite that increase, values have stayed in the \$13,000–\$16,000 range for the last 10 years. The current value for a #3 car is now a reasonable \$16,700.

I’m not sure I understand the author’s comment regarding Mazda Miatas vs Alfa Spiders. If the buyer is looking for a car and has budgeted for a Miata, is he or she likely to shell out perhaps three times as much for a Spider? That’s the current spread between ‘90s Miatas and ‘90s Spiders.

If you are a Spider owner thinking about selling, I wouldn’t expect a windfall any day soon. Some of the article’s value information seems contradictory. The

noted 19% advance in auction values isn’t reflected in the Hagerty valuation tool which shows that values for Spiders of all conditions have stayed flat over the last five years. The *Sports Car Market Price Guide*, however, does show a 14% positive adjustment to the median value, (now \$17,500), reflecting the movement mentioned in the article.



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

- 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 [3rd 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](#)
- June 29-30 CAROC Blackhawk Farms Track Days
- 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
- Oct 31-Nov4 AROC Goes to the U.S. Grand Prix, COTA, Austin, Texas
- July 20-26, 2020 AROC National Convention, Colorado Springs, Colorado**

News Briefs

CAROC Track Days Announced

Our brothers to the south, the Chicago Alfa Romeo Owners Club, just announced that they will hold two days of lapping at Blackhawk Farms this summer. CAROC will sponsor and run the Saturday, June 29, session while the Audi Club will run the Sunday, June 30, session. Organizers from both clubs will be available on both days.

Applications and details will be provided at a later date, so for now pencil in the dates. We'll provide more information when it's released.

Breaking News - CAROC K1 Speed Karting

CAROC has announced a Karting event scheduled for Saturday, March 9, from 1:30 - 4:00pm at K1 Speed Buffalo Grove, 301 Hastings Drive, Buffalo Grove, Illinois, about a one hour drive from downtown Milwaukee.

The indoor event is organized in a three race format, consisting of a practice session, qualifying, and a final race. Timing sheets and online results are included in the arrive and drive event. The charge is \$65 per driver. For registration and further information, visit the CAROC.com website.

Dennis Gage at The Milwaukee Concours d'Elegance

The Milwaukee concours recently announced that Dennis Gage and the crew of the popular cable program *My Classic Car* will be in attendance at the August 4 event. If you're thinking of entering either the main show or the Show & Glow Paddock, applications are available at the website: <https://www.milwaukeeconcours.com/>

Geneva Concours Offers Club Parking

The Geneva (Illinois) Concours D'Elegance wants to remind us that car club parking is available at their Sunday, August 25, event. The car club display area will be located adjacent to the show grounds and is open to individual owners of collector cars as well as organized club gatherings. Advance registration is recommended as space is limited. Visit the website at www.genevaconcours.net and go to the "Application" tab.

Valenti Back at Old Location

Recently, Valenti Classics announced that they will soon open a sales showroom at their old location on 27th Street in Caledonia, just off I-94. Restoration and storage facilities will remain in Franklin.

AROC Board of Directors Voting - Sue Houser

This month's *Alfa Owner* contains the biographies of the eight candidates running for six AROC Board of Directors seats. It's often hard to know who to vote for unless you've met the candidates. That said, we have a suggestion for you.

The editors personally endorse AROC-St. Louis member Sue Houser. We came to know Sue when we lived in Kentucky and attended St. Louis club events. Sue is a very active and dedicated Alfista who will add a fresh voice to the board.

AROC Returns to the U.S. Grand Prix

Last year AROC partnered with tour organizer Steve Austin's Great Vacations to offer an insider's tour to the U.S. Grand Prix. This year, they're at it again. The October 31 - Nov 4 tour promises track walks, driver meetups, local transportation to and from the track, and an all-around Alfa good time. This year the Sauber team has been rebranded as Alfa Romeo Racing. With Kimi Raikkonen as the number one driver and increased support from Alfa, improved results are expected. For further details, email the national office at aroc.office@gmail.com.

Ferrari on Enzo

Loyal club member Roy Ferrari wrote recently: "There is a great book called Enzo Ferrari (*Enzo Ferrari: Power, Politics, and the Making of an Automobile Empire*) by Luca Dal Monte. It's about 2 inches thick with 900 pages. It goes into great detail. When my brother and I went to Italy at about 8 years old with our mother, my mother's mother lived in a town called Serramazzoni. That's where Enzo used to go to see his cars at a curve. It was a very small town at the top of a hill. The book is available at Amazon for about \$45.00 (currently \$39.90, [here on Amazon.](#))"

Mission Impossible?

We all like a challenge, right? How would you like to take on this restoration project? Currently listed on [eBay](#) is this 1963 Giulia Spider. Such is its condition that it broke in half while being lifted from its former resting place.

Alfa Monthly Sales Results

	February	YTD	vs 2018
Giulia	646	1,177	-35%
Stelvio	700	1,312	-5%
4C	16	23	-28%
Total	1,362	2,512	-22%



The seller claims that it's mostly all there, but the asking price of \$9,500 is too rich for a parts car in this condition.

Fortunately the seller does have a sense of humor. He writes: "I've actually seen worse cars restored, normally at the expense of a long and painful divorce." If you're still interested, there is a "best offer" option.

Cortile Della Corsa 2019 Blends AROC Convention with Vintage Racing.

[Registration for the 2019 AROC National Convention](#) is now open. The July 16-21 event is being held in Pittsburgh this year, sponsored by the Three Rivers Chapter, whose principals are also instrumental in the organization of the Pittsburgh Vintage Grand Prix. The scheduling of the convention will allow attendees the opportunity to experience a number of events associated with the vintage races spread over two weekends, ending with the featured Pittsburgh Vintage Grand Prix held on the convention weekend.



CORTILE
della corsa

The convention hotel, The DoubleTree Pittsburgh Cranberry, is northwest of the city, just off the Pennsylvania Turnpike and other major roads and convenient to both the Pittsburgh International Race Complex (PIR) and the downtown area.

In addition to the traditional gimmick rally, track events, and social gatherings, attendees will be able to participate in a number of different car shows and parades staged in the Pittsburgh area during the week.

The Concours and Show and Shine will be a part of the Italian Cortile, one of 14 different car shows held in Schenley Park during the race weekend

Plan now to attend. Your drive should be about 9 hours from the Milwaukee area, unless you decide on a more scenic route than the Indiana Toll Road and the Ohio Turnpike.

Meet Zeus, a Better 4C

Give a tuner a hot car and what do they do? They try to make it even hotter. Meet Zeus, the creation of German tuner Poge Racing. According to [Topgear.com](#), only 10 will be built. Just provide your 4C and €50,100 (about \$57,114) and Poge will apply its proprietary carbon fiber body kit, execute engine and drivetrain mods, and bolt on an "acoustically stunning" Monster exhaust. The mods are said to boost engine output to 351 hp, improving 0-62 mph times from the stock car's 4.5 sec to 3.4 sec, and yielding a top speed of 189 mph. Wheels and suspension also get attention in order to keep all this new power stuck to the road. Some package!



Giulia on Consumer Reports "Least Reliable" List
[Jalopnik.com](#) recently reported on the *Consumer Reports* list of most and least reliable cars. According to CR, the most reliable car sold in the U.S. is the Toyota Prius C, and the least reliable is the Jaguar F-Pace. The Giulia is number 8 on the "worst" list. Well, at least its not #1. I've never driven a Prius—only been

a passenger—but I drive my Giulia daily and I feel qualified to state which vehicle delivers the greater psychic satisfaction. Your mileage may vary.

Alfa To Show Specials at Geneva Intl. Show



As if the Quadrifoglio editions of the Stelvio and Giulia weren't attention-getting enough, Alfa is presenting versions in Alfa Romeo Racing livery at the upcoming Geneva show. The eye-catching red and white paint scheme is sure to attract highway troopers worldwide.

An 8C Project Car

I occasionally write about 8C Competizione coupes for my "Alfas at Auction" column in the *Alfa Owner*. Generally, the ones that appear at auction are pampered, low-mileage garage queens. I've sometimes lamented that the owners are missing something great by not driving them. Well, apparently not all 8Cs are garage queens. Jalopnik.com thinks this car should be your next project.



The poor car pretty obviously took a substantial hit, but the video on the coparts.com web site shows it to still be a running, drivable car. The owner enjoyed it for 8,000 miles before things went wrong. The name of the selling business says it all - "Crashed Toys."

In perfect condition, these cars are drawing auction bids upwards of \$300,000. The high bid on this car is currently \$51,000 with the reserve unmet. This could be your opportunity to own a supercar for a bargain

price. Best of luck finding the replacement parts. It might take a while for delivery. A parts-shopping trip to Italy might be in order.

On the downside, the car now has a salvage title. On the up side, when it's repaired you needn't be worried about losing value putting some serious miles on it.

Alfanatic Flashback

The Greatest Alfa Coupe of All

From Keith Martin's Sports Car Market Letter, April 1994, Vol. 6, No. 4, comments by the editor

Try this at your next Alfa club meeting. Take a poll. Ask how many of the members own or have owned GTVs in either 1600, 1750, or 2000 flavors. Ask those that sold them if they wished they had them back. Ask those who have them now how they feel about their cars. Odds are, the response will be something like this: "My GTV was the best Alfa I ever owned. Powerful enough to cruise at 90 mph all day long (take THAT, Ralph Nader); roomy enough for long trips if you considered the back seat an extension of the trunk; easy to work on, and a car that for its era defined nimble."

History

The tradition of small, 2+2 Alfa berlinettas or coupes began with the inspired Giulietta Sprint, designed by Bertone in 1954. In 1963, a new, 1.6 liter engine was installed in the Sprint body, along with a five-speed gear-box featuring an overdrive fifth gear.

In that same year, Bertone unveiled a new, more contemporary body, the Giulia Sprint GT. This two-headlight



car featured a new floor plan and suspension, along with its distinguishing "step-nose" hood line. The leading edge of the hood sat approximately 1/4" above the front nose-piece. The 1.6 liter drivetrain was enhanced by the addition of dual side-draft Weber carburetors. In 1967, the Giulia Sprint GTV was introduced, an elaboration of the earlier Sprint GT. It had an engine of slightly higher tune, and supportive bucket seats with side bolsters.

For the U.S. market, there was no 1968 model year as Alfa regrouped to meet new American smog and safety regulations. 1969 saw the introduction of the 1750 GTV, which was mechanically and visually easily distinguished from its carbureted predecessors.



The 1750 sported a four-headlight front end, the step-nose was gone, SPICA fuel-injection was fitted, and the interior was upgraded with tastefully-applied wood trim and bucket seats reminiscent of the Junior Zagato line. Alfa was absent from the U.S. in 1970 again due to our regulations, and the 1971 GTV 1750 had only minor interior differences from the 1969, one of them being the unfortunate demise of the stylish bucket seats. From 1972 to 1974, what most Alfisti consider to be the ultimate Alfa sports coupe was sold, the GTV 2000.



The 2000 referred to the 2.0 liter twin-cam engine, with SPICA injection that produced 132 horsepower @ 5500 rpm in standard trim. New in 1972 was an integrated front grill and larger tail-lights, as well as a revised dashboard and gauge layout.

Buying and Maintaining (Circa 1994)

Over the years, many GTVs have done double duty as daily drivers, autocrossers and time-trial vehicles. Unlike their Spider brethren who were sometimes allowed to rest indoors during the winter months, GTVs most often flogged along through rain, wind, snow, and salt. Finding a decent GTV 2000 these days can

be a bit of a challenge.

Unfortunately, as their value does not support a full-bore professional restoration, (*much less true today than it was in 1994*) GTVs are most often seen in various forms of “sympathetic but amateur” restorations, ranging from engine overhauls that consist of little more than fitting new piston rings and honing the cylinder walls, to color changes where a good midwest hailstorm will reveal the “baby-puke orange” original paint beneath the current shiny red.

Luckily, all the parts necessary for maintenance are readily available and are not very expensive. (*Expense is a relative thing, but Alfa parts are still relatively cheap, and more reproduction parts are available now than in 1994.*) The second gear synchros in the transmissions disappear after 10,000 miles of ham-fisted shifting, and although we prefer to leave them rough as a reminder to practice the fast-disappearing skill of double declutching, transmission overhauls can be accomplished for under \$1,000 including parts and labor. (*I haven't priced a rebuild recently, but I'd wager the price has gone up somewhat.*) Don't let your fellow cheapskate Alfa owners talk you into simply rotating the synchro rings—replace the inner and outer rings, period. Inspect the teeth of the second gear. If they show any wear from shifting abuse, replace the gear as well or you will just tear up your new synchros in record time.

The 2000 engines are robust, and bottom ends have been known to survive 200,000 miles if the oil is changed every 3,000 miles. Top-end overhauls, including new valve guides and seats as needed, seem to occur at 60,000 mile intervals; less if your valves aren't properly adjusted and consequently tighten up and burn.

The SPICA fuel injection is problematic at best, but specialists like Wes Ingram in Seattle seem to be able to make them perform better than they

did when new. (*The comment about the pumps being problematic is debatable but Wes is still the man for all things SPICA. If you need some serious pump work, be prepared for long lead times.*) Given that by



now most GTVs are driven only a few thousand miles a year, you probably won't have to perform a pump overhaul until the year 2000. However, it never hurts to have a few spare pumps around just in case. *(If you have a few spare SPICA pumps laying around your shop I'd like to talk to you.)* Also—find a guru who understands the Rube Goldberg complexities of the various automatic SPICA adjustments like the thermostatic actuator, have him/her adjust the car, and then DON'T TOUCH ANYTHING. Our local Alfa Ace, Nasko of Nasko's Imports, has gone so far as to threaten to take our SPICA-equipped cars away from us if he finds any evidence that we have been "adjusting things." *(This is true if you are not mechanically inclined. However, if you spend the time to learn the system using Wes's excellent manual, you, too, can master the dreaded SPICA.)*

Be careful when fitting aftermarket suspension and performance parts that you don't upset the inherent balance of the car. Gaining a hypothetical few tenths of a second at the next autocross at the expense of a hard ride and peaky power supply doesn't seem like a smart trade-off to me.

Current and Future Values

While the GTV 2000 is an extremely attractive Alfa, it will never be an extremely expensive Alfa. This is good news for enthusiasts. "Best in the World" cars with under 20,000 miles (where have they been all these years?) are being advertised for under \$20,000, and no one seems very interested. \$10,000 to \$12,000 seems to be the magic number for truly exceptional cars accompanied by a chest-full of receipts and no deficiencies. \$7,000 to \$8,000 will procure a very nice "daily driver" with no immediate needs. Spend less than this and you descend directly into "cheapskate hell" where every dollar you think you are saving by buying a car that only needs a few things like paint, upholstery, mechanicals or suspension work will extract itself two or three times over from your bank account during the ensuing "forced" restoration/repair. Ten years from now, the perfect GTV 2000 will be a \$25,000 car. But don't buy one now for \$15,000 and wait. Spend \$8,000 for a driver, put the other \$7,000 into an aggressive mutual fund, and in seven years you can sell your driver (probably for \$10,000 if you don't hit too many tree stumps with your sump), take your now \$15,000 from your fund and buy a perfect GTV to enjoy for another ten years.

GTVs are still cheap, relative to contemporary Porsches and Ferraris. Just take the values listed in the

paragraph above and triple them and you'll be in the ballpark. GTVs are now worth the effort to restore them and they draw serious attention and admiration. The Greatest Alfa Coupe? I'll let you decide. 🍀



This driver-quality GTV sold for \$28,000 last February.



This '69 model may not be the "best in the world" but it's close. It sold for \$78,000 last November.

All photos: Bring-a-Trailer

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 us 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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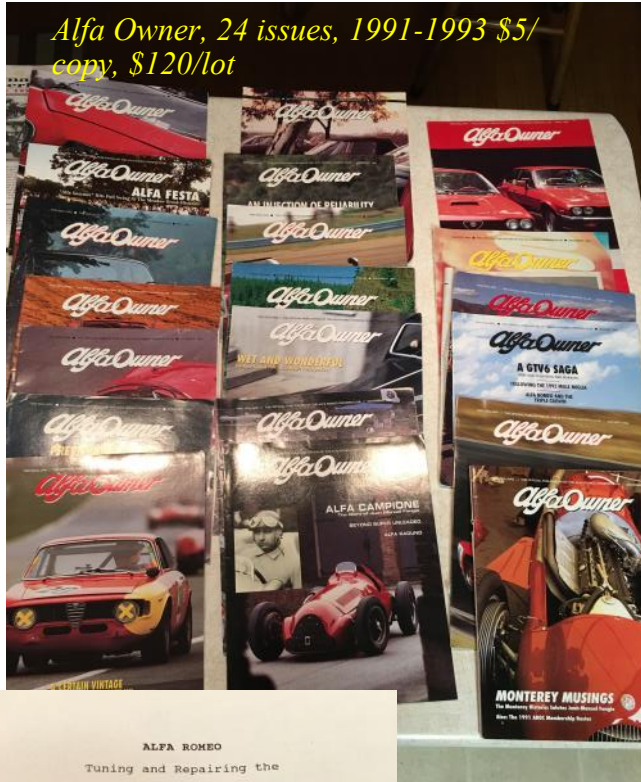
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Steve's British Connection

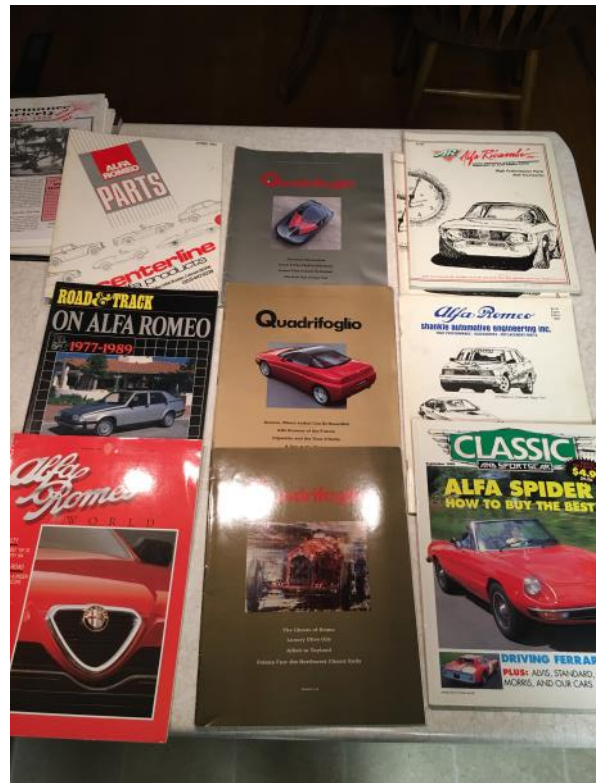
630-553-9023

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



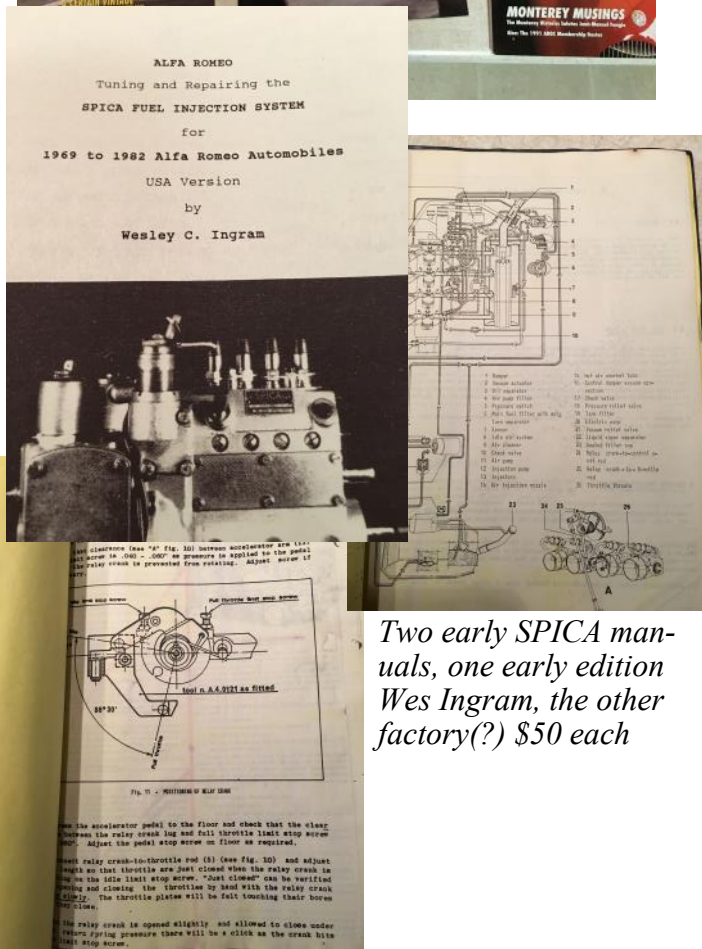
Three copies of the Quadrifoglio, Alfa's U.S. house organ, \$30 for the lot

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 accepted.



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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