

ALFANATIC



**Next Event
All Are Welcome!**

The Heinrichs' Sportscar Solstice Social Distancing BYO

Howl at the Moon Garage Party and Happening

Wednesday, June 24, 2020, 6:00 p.m.

Lift Incorporated World Headquarters

2737 West Mill Road
Glendale, WI 53209

Questions?
Call Tom Heinrich,
414-353-5353/office
612-805-1179/cell
tom@liftinc.com

Join us for an evening of cars and conversation. Tom and Pam will provide the venue, hospitality, and grill, but out of concern over our continuing good health, PLEASE PLAN ON PROVIDING YOUR OWN FOOD AND DRINK. There will be NO BUFFET TABLE.



In This Issue

- Event Updates
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Calendar Update - ICAMS News

Lots of changes to the calendar again this month. The most promising news is from **Road America**, which still has events scheduled throughout the summer. The SVRA Vintage Festival, originally scheduled for May, will now run on June 19-21, a week after the June Sprints. That weekend was originally reserved for Indy Car racing, but that event moved to July 9-12 and will now be a double header. The rest of the Road America events remain on the calendar.

The fate of our own **ICAMS** show is still under consideration by our board members and our hosts at Reina International, who are seeking input from the city of Brookfield. It's possible that business and/or public health conditions may necessitate a cancellation or rescheduling. We'll let you know.

Farther afield, **Alfas at the Glen**, with the U.S. Vintage Grand Prix is still on in Watkins Glen in September and **AROC Goes to the U.S. Grand Prix** is still being advertised, although the Austin event is still subject to being rescheduled by the F1 organization.



Mother Stay Away From Me

Thanks to John Ehle for taking the initiative to stage the first driving event of the season. The turnout at the Pleasant Prairie rest stop the morning of May 9 was impressive, with about 37 drivers committed to the course.



The photo above shows a portion of the cars that took the tour. Others had already left. There was much socially distant camaraderie prior to our departures. Tom and Pam Henrich joined the group in their E Type. Bob Ludwigson and spouse were forced to skip the trip when Bob's Giulietta started making funny noises on the way down from Milwaukee. (Later diagnosed as loose wheel nuts, so nothing serious.) I parked my GT Junior next to a Giulia Quadrifoglio. Weather was fine, if cool, and the driving was marred only by a few slow-moving farm implements in the early stretches. I had to drop out early due to other commitments, but intend to finish the route soon if I can pull my spouse away from her many projects.



2020-21 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

June 12-14	WeatherTech Chicago Region SCCA June Sprints , Road America
June 12-13	Fueled 2020 MotoGearo 250 Tour http://www.motorgearo.com
June 19-21	SVRA Vintage Festival Weekend, Road America
June 24	Tom and Pam Heinrich's Sportscar Solstice Howl at the Moon Garage Party
July 9-12	Rev Group Grand Prix by AMR— Indy Car Double Header , Road America
July 23-26	WeatherTech International Challenge with Brian Redman, Road America
July 30 - Aug 2	IMSA Sportscar Weekend , Road America
August 6-8	NASCAR Xfinity Series Henry 180, Trans Am, Stadium Trucks, Road America
August 9	(T) AROC-WI 23d Annual ICAMS Show, Reina Intl. Auto. Brookfield, WI
August 28-30	World Challenge Sportscar Weekend, Road America
September 10-13	U.S. Vintage Grand Prix, with Alfas at the Glen , Watkins Glen, NY
September 18-20	Ariens Art on Wheels VSCDA Vintage Weekend, Road America
September 19-20	Le Mans 24 Hour Race
October 9-11	SCCA National Championship Runoffs, Road America
October 22-26	AROC Goes to the U.S. Grand Prix, Austin, Texas
May 7-8, 2021 (t)	AROC-WI New Glarus Hill Climb
May 9-19, 2021	AROC Goes to Italy Tour
July 18-25, 2021	AROC National Convention, Colorado Springs, Colorado
July 23-25, 2021	Concours d'Elegance of America , Plymouth, Michigan
August 15, 2021	Pebble Beach Concours D'Elegance , Pebble Beach, California
August 22, 2021	Geneva Concours D'Elegance , Geneva, Illinois



Alfa Romeo Stories—Second Installment

By FCA Italy. All photos courtesy FCA Italy. Text translated from the Italian by MS Word with edits by Bob Abhalter.

The iconic 6C 1750 anticipates the future and is the protagonist of its era.

The 6C 1750 of the 1930s best expressed one of the characteristics that continue to distinguish all Alfa Romeo creations: the inimitable ability to excel in both sports competitions and beauty contests.

It was the forerunner of a new generation of Alfa Romeo and inaugurated a technical and design tradition that continues today, with an exceptional weight-to-power ratio and a perfect balance.

The Flying Mantuan

It's April 13, 1930, just past five o'clock in the morning. The stillness of Lake Garda is broken by the roar of an Alfa Romeo 6C 1750 Gran Sport Spider Zagato travelling at 150 kilometers per hour (93 mph) with its headlights off. At the wheel is Tazio Nuvolari of Mantua, called "Nivola." At his side is Gian Battista Guidotti, Alfa Romeo's chief tester at Portello.

The race is the legendary Mille Miglia. Achille Varzi is in the lead and seems set to win. But a few kilometers before the lake, in Verona, Nuvolari, and Guidotti had a crazy idea: turn off the lights. To beat his rival, the only way is to catch him by surprise.

It's almost dawn. Beyond the lake lies the countryside that leads to the finish line at Brescia. This is where Varzi and co-driver Canavesi hear the echo of another engine. Before they figure out what's going on, a car identical to theirs overtakes them.

Nuvolari wins at an average of 100.45 km/h (62.4 mph). It is the first time in this race that the 100 km/h



average wall has been broken—a record to which the press of the time gives great prominence. The disbelieving Varzi comes second, about ten minutes behind. Third is Giuseppe Campari; fourth Pietro Ghersi. These very different drivers share one thing in common: all four are driving the same car, the 6C 1750. And they're not the only ones. Another 6C will arrive in the following hour and a half for a total of eight in the first eleven places—an absolute supremacy, reaffirmed that same year with the top three finishers at the 24 Hours of Spa and the Tourist Trophy in Belfast. The 6C 1750 is the fastest car of its time.



The 6C Family

The 6C was the first creation of Vittorio Jano, who assumed overall responsibility for Alfa Romeo design in 1926. His mandate was to create a "light car with brilliant performance," capable of arriving first in racing, of being admired, but also of opening new markets.

The 6C combined cleanliness of structure and mechanical sophistication—the typical qualities of Jano's cars. But it also had something more, which was to become a distinctive Alfa Romeo feature: a high specific power. Jano knew how to extract horses from small engines, and this led him to imagine what we



would call “downsizing” today. He created engines with capacities halfway between the one liter displacement of the typical “utility” cars and the two or three liter-engined luxury cars. Even then, Alfa Romeos were stronger than all of them thanks to the best power-to-weight ratio.

Technological innovation

From this design concept, models were born that made history.

Previously, Merosi had developed new engine solutions for the 1914 GP (later cancelled due to the war). His designs would characterize Alfa Romeo’s future design history: two overhead camshafts, four valves per cylinder, and double ignition. The 6C 1900 GT (and later the 6C 2300 and 6C 2500) introduced other innovations: independent suspension, and a new chassis with welded, rather than riveted, components to increase stiffness.



The handling and street holding of Alfa Romeos became legendary. “Handling” entered the DNA of the brand.



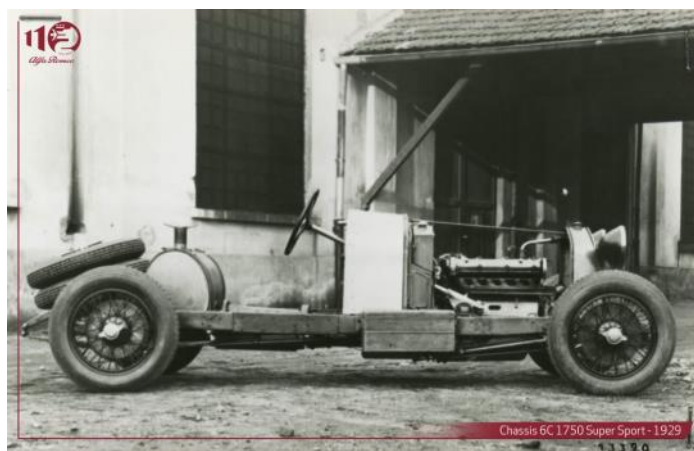
The 6C 1750

The 6C 1750 presented in January 1929 at the Rome Motor Show represented perhaps the full maturation of the 6C formula. The engine was an evolution of the previous 1500 six-cylinder inline. It was produced in different versions—single and twin cam, with supercharger and without. Power ranged from the 46 horsepower of the Turismo version to the 102 horsepower of the Gran Sport “Fixed Head.” The latter was a special version produced in very few examples. The cylinder head was cast as a unit with the block to eliminate the risk of headgasket failure. The car weighed only 840 kg (1,852 lb.) and had a maximum speed of 170 km/h (106 mph).

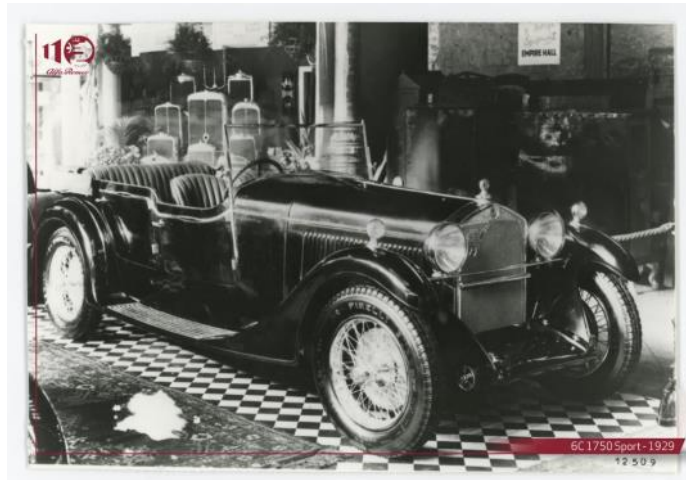


But it wasn’t just the powertrain that made the 6C 1750 the pinnacle of automotive innovation. The braking system was mechanical, with large drums controlled by an adjusting system. The frame, made of pressed steel, was perfectly balanced and extreme-

ly rigid. The axles were reinforced. The body supports were mounted low on the outside of the frame, allowing a lower center of gravity. This enhanced traction in the corners. The fuel tank was set back to gain more load on the rear wheels and improve balance between the axles. All were state-of-the-art solutions which—in line with the philosophy of the Marque—were applied on racing cars as well as on road cars.



Race wins became a sounding board for the technical supremacy of the model. Since its inception, the 6C 1750 had been a commercial success. From 1929 to 1933, 2,579 units were sold on the domestic market and abroad—mainly in the United Kingdom and the Commonwealth. This was a significant number, considering that it was a decidedly “elite” car. In Italy, the sale price ranged from 40,000 to 60,000 lira, about 7 years of a typical salary. (\$31,450 - \$47,000 in today’s dollars.)



The Age of the Carrozzeria

6Cs were not only fast, they were also very beautiful. Much of its success was due to the coachbuilders who dressed them. These master craftsmen combined the skills of leather work, metal forming, painting and

upholstery, but above all they were the creators and stylists that influenced the distinctive designs of their era.



Until the 1930s it was normal for bare frames, equipped with engine, gearbox, and suspension, to come out of production facilities. The customer bought the car, then turned to the bodybuilder to create a bespoke model—practically unique in the world. It was not until 1933 that the Portello opened an internal body shop, which complemented (but did not replace) the production of mechanized chassis sold directly to customers and body builders.

The 6C 1750 demonstrated great flexibility of set-up. Around the exceptional Alfa Romeo mechanics were developed some of the most elegant cars ever—coached by the most famous designers and bought by the most famous people.

The 6C 1750 GS Touring “Flying Star”

The “Flying Star” was born to be as beautiful as its owner: Josette Pozzo, millionaire, model, and protagonist of the worldly events of the time. Created spe-



cifically to participate in the 1931 Villa d'Este Concours d'Elegance, it was designed by Felice Bianchi Anderloni of Carrozzeria Touring.

This 6C 1750 Spider was a unique piece—a true jewel of originality, elegance, and attention to detail. It was all white, including underbody, wheel beams, steering wheel, and saddlery, with the sole exception of the contrasting black dashboard.

With this model, Touring gave the 1750 new proportions and inserted a series of aesthetic details that gave it a “liberty” charm—like the dual suspended front and rear running boards, which arose from the wheel arches to cross under the doors without touching each other.

At Villa d'Este, the 6C 1750 GS Touring won the “Coppa d'Oro” (gold cup) awarded to the most beautiful car. At the award ceremony Josette personally drove the car, sporting a perfectly coordinated white dress.

Turin, 28 April 2020 🍀

TV Show Highlights Construction of ALFA Race Car

By Bob Ludwigson



A TV show on the Motor Trend channel is currently featuring the construction of a tribute Alfa 158 racing car. The car is being constructed by Ant Anstead a British TV host and master mechanic. For those not familiar with the Alfa 158, it was designed in the late

1930s, and was raced both before and after the war. In 1950 it competed in the first Formula 1 race and took the first 3 places. It won every other race in which it was entered that year.

Ant Anstead is no stranger to American television. Previously he partnered with another Englishman, Mike Brewer on the *Wheeler Dealers* Show, where they restored '50s through '80s classics.

The present show, *Ant Anstead Master Mechanic*, is broadcast on Wednesday evenings at 8 o'clock on channel 81 in Milwaukee, with frequent repeats. This



past week (May 27) showed Ant buying a scrap '80s Alfa Spider to use its rear axle and engine in his 158. He also showed how he made a fiberglass body for his car. The week before showed how he cut up an MG TD chassis.

As a side note, Ant is married to Christina, who has her own show “Christina on the Coast” and used to be married to Tarek el Moussa. The two of them appeared on the “Flip or Flop” show on HGTV. Small world, isn't it? 🍀

RIP Diana Bennett

We note with sorrow the passing of Diana Bennett on Friday, June 5, after a long battle with cancer. She and her husband, Bernie were enthusiastic *Alfisti*—regulars at national conventions and local events. Bernie is a past director of AROC and Diana had a passion for quilting. Although she may not be well known in the Wisconsin chapter, anyone who has attended a national event will likely remember her. Our sympathy goes out to Bernie and their families. 🍀

Whatsit?

Last month Gary Schommer wrote: Hope this finds all of you well in these puzzling times,



- Ran across this photo I took at the 24 Hours of Lemons - Road America - Fall 2013.
- Milano with a mock football stadium on top
- I learned that the NFL has announced their 2020 football schedule. I heard that the games will not be the same. I'm sure however that they won't involve the use of a Milano. :-D

Thought you might find it of interest. 🍀

Want Apple Car Play and Android Auto for Your 2017 Giulia?



The one thing about our Giulias many of us would like to improve is the navigation system. To date, Alfa has made no map updates available, except via dealer installation. Even then, the maps aren't really current. This is in contrast to Europe, where timely updates are available for download and owner installation.

Now comes an Italian company called [Eng-Custom](#) with a "plug-in" solution which adds Apple Car Play and Android Auto capabilities to our cars, along with some additional camera capabilities. Based on a picture I can no longer retrieve, it doesn't look like a simple install. There are lots of cables and boxes involved. If you'd like to try, Eng-Custom will sell you one for €330 (about \$368.41.) They ship via DHL. Good luck. 🍀

Alfa Romeo 110th Anniversary eBook



FCA has published an eBook to commemorate the 110th anniversary of the founding of Alfa Romeo. The richly illustrated history hits the high points of Alfa's many successes. The link has been posted frequently to social media, but if you missed it there is a copy available [here](#). 🍀

Alfa Romeo and Il Duce

By Alessandro Mancuso, *ClubAlfa.it*



Perhaps not everyone is aware that the Alfa Romeo brand was much loved by Benito Mussolini, undoubtedly the favorite car manufacturer of the fascist dictator. A symbol of power and speed, it was perfect for the image that Mussolini had built around himself and his regime. Mussolini always wanted to get in front of everyone, and so Alfa Romeo was, of course, the ideal choice.

The Duce devoted much of his free time to cars. He often wore a helmet and went out to roam the streets with the latest Alfa model produced at the Portello Works, the beating heart where the cars of the Biscione were born at the time.

Several funny stories are told about the Duce's great passion for Alfa Romeo. One of them tells of when Mussolini was in Milan, a good opportunity to visit the Alfa Romeo factory. In 1929, production began on the new version of the 6C with a 1,752 cc engine, the flaming Alfa Romeo 6C 1750, equipped with a unit capable of developing a maximum power of 85 hp. It is said that when Mussolini first saw her he was literally so ecstatic that he fell madly in love with her. "How much does it cost?" The embarrassment of those present was evident. The answer, obvious for those times, was the following: "For you absolutely nothing, Excellency!"

The Duce, perhaps to save appearances, stated that he did not want to take advantage of it and at most could accept a discount on the sale price, equal to 60 thousand lire. The CEO of Alfa replied: "For you, Excellency, the sale price is five lire."

Mussolini then began to rummage through his pockets and found a ten-pound note. He handed the note to the CEO, causing another problem: no one had

change to give to the Duce. Mussolini, however, did not “lose” for so little and found the solution: “It does nothing, sell me two Alfa!”

Although the story may be apocryphal, it is absolutely true that the Duce had an great passion for Alfa Romeo and for cars in general.

“Only pieces produced in Italy”

Another funny story is about an exchange of letters between the dictator and the engineer Romeo that took place a few years before the previous story.

It is 1926 and the Duce wrote to the engineer: “Precious engineer Romeo, yesterday returning from Florence I looked carefully at the instruments of my Alfa (which goes, moreover, very well) and I made the following observations: the magnets are German, the watch is Swiss, the horn (which does not work) is French. I do not rule out that there are other “exotisms” in the interior. Is this how national products are helped? Don’t you make magnets, clocks, horns in Italy?”

Engineer Romeo was not at all intimidated by the repression of the Duce: “The average Alfa Romeo has Italian magnets, as well as the small six-cylinder under construction. Instructions have long been given to apply Italian magnets to large machines. Unfortunately not all Italians want these magnets and in export it is even more difficult. Thank you for the call that, if not deserved, nevertheless gives me the pride of seeing me remembered by the Duce.”

Mussolini continued to buy cars produced by Alfa Romeo, despite their lack of Italian magnets. 🍀

Electric Alfa for 2022?

According to [Clubalfa.it](https://clubalfa.it), FCA is developing an all electric SUV to complement the Alfa Romeo product line. The compact SUV will use systems developed by PSA Group for propulsion. Introduction is expected as early as 2022. The SUV will be similar in size to the Audi Q2, a model not available in the U.S.

This will make the third SUV in Alfa’s lineup, joining the current Stelvio and the Plug-in Hybrid Tonale, expected in 2021. The Giulietta will be going out of production at the end of the year, leaving Alfa with only the Giulia and Stelvio in its model line, until the Tonale is introduced. Sadly there are no longer any plans for an 8C or GTV. 🍀



Design concept for the all-electric Alfa SUV
Plans for the Tonale Become Clearer

ClubAlfa.it reports that Alfa’s C-sized SUV, the Tonale, will go into production next year, built alongside the Jeep Renegade at the Pomigliano d’Arco plant in Campania. The vehicles will share platforms and drive trains and be available in either front- or all-wheel drive. The plug-in hybrid version will be powered by a 1.3 liter four cylinder power unit generating 250 hp. Other, smaller, gas and diesel units will be offered, but probably not in the U.S.



Tonale—appearing at your local dealer next year.

2020 Giulia and Stelvio Quadrifoglios Introduced

Although FCA released the “normale” versions of the 2020 Giulia and Stelvio earlier, it waited until May to introduce the Quadrifoglio editions. They will have the same features already introduced on the less powerful editions. The improvements are mostly to the interior, controls, and entertainment systems. It’s likely that the typical Quadrifoglio owner wouldn’t care much about the entertainment system, as the vehicle itself should deliver an enormous amount. 🍀

Giulias, Old and New, Compared



Recently Natale Li Vecchi, writing for [ClubAlfa.it](https://clubalfa.it) compared the “classic” Giulia Sedan with the new version. Physically, the cars aren’t that much different. Both are “three volume” shapes—that is, four door cars with a traditional shape. The new Giulia, of course, is larger in every dimension. It is 20 inches longer and a foot wider than the 1964 version. Both cars are about 56 inches tall, but the pitch of the windshield on the new Giulia, combined with the larger footprint, makes the car look lower than the very upright Giulia of 1964.

One could fit six people in the old Giulia, provided they were all skinny Italians. The early cars had a front bench seat, and even my 1967 Giulia Super can seat four in relative comfort. Of course my old Super is no match for the creature comforts afforded by the new Giulia. Interestingly both cars have about the same trunk volume—about 17 cu. ft.

One of the selling points of the old Giulia was the aerodynamic efficiency. It was the car “designed by the wind,” as the ads said. With a Cx of .33, it was pretty slippery back in the day. By comparison, the new car’s Cx is .28, demonstrating how things have advanced over the years.

The new Giulia leaves the old one in the dust where performance is considered. The first Giulias came out with about 92 horsepower (later 110), the new, about 280 (505 for the Quadrifoglio.) Although both old and new Giulias have the same front engine, rear drive configuration and advances in suspension and brake design put the new Giulia far ahead. Inside, it’s quieter, has a better radio, and has air conditioning. All that, and the new car gets better gas mileage!



The Alfa Romeo P3, One of the Best Race Cars



The P3 was one of the most successful cars made by Alfa. Scuderia Ferrari campaigned them, and Enzo Ferrari also made a road version to compete in the 1935 Mille Miglia. The car’s development took two years due to the economic situation of Alfa Romeo and the change of regulations of the Grand Prix.

The 1932 version employed a frame with C-shaped crossmembers that derived from that of the Type A. Under the hood was a 2,154 cc version of the supercharged inline eight cylinder that equipped the 8C 2300 Monza. At the time, it was a particularly advanced engine as it was made entirely of lightweight alloy with cylinders cast in two blocks.

Two superchargers and two Weber carburetors provided power. This configuration allowed the P3 to develop a power output of 215 hp at 5600 rpm. Due to its weight of just 1,540 lb., the single-seater was able to reach a top speed of 140 mph.

The second version, the 1934 version, increased to 1,653 lb. in weight and 335 inches of maximum body width due to the new regulations. The engine displacement increased to 2,905 cc for a final power output of 255 hp at 5400 rpm.

The 4-speed gearbox was reinforced by eliminating a gear and strengthening the other three. In ‘35, Scuderia Ferrari deployed an updated version of the Alfa Romeo P3 with displacement increased first to 3,165 cc and then to 3,822 cc. The powertrain was capable of developing up to 265 hp at 5400 rpm and allowed the vehicle to reach a top speed of 171 mph.

The P3 made its official debut in the world of racing on June 5, 1932, at the Italian Grand Prix with legendary Tazio Nuvolari behind the wheel. In that year the vehicle managed to take home six more victories including the French and German Grand Prix. In the following years, the Alfa Romeo P3 won many other victories, including the ‘33 Italian and Spanish Grand Prix, Munich, Alexandria, Targa Florio, the Tripoli GP, the French GP and the German Grand Prix of 1935.



Classifieds

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

Wanted

Your classified ads! Posted free! Let us know.

For Sale

Vintage Alfa Romeo Dealer Sign

This sign is 5 feet in diameter and in very good shape. There are 2 small cracks that can be repaired and the color is excellent. We had this sign mounted in our shop (Steve's British Connection) on a large pole for years. It currently is not lighting up but it should be an easy fix. Selling because we closed our shop. The sign is located in Lake Geneva. We prefer to sell the sign to someone who can come and see it in person and take it. We're trying not to have to ship it. I have more photos I can send direct. Asking \$3,500. Feel free to call 630-553-9023 or email sbcinc@aol.com Thank you.



1991 Alfa Romeo Spider with a ZF auto trans, \$8,000. I bought it 3 years ago and put \$12,000 into it as a keeper but health and flexibility prevent me getting in and out. Mechanically good but paint not the best. Located in Green Bay. Call (920) 362-7663 Romeo Raabe.



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Romeo Raabe's 1991 Spider for sale.



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



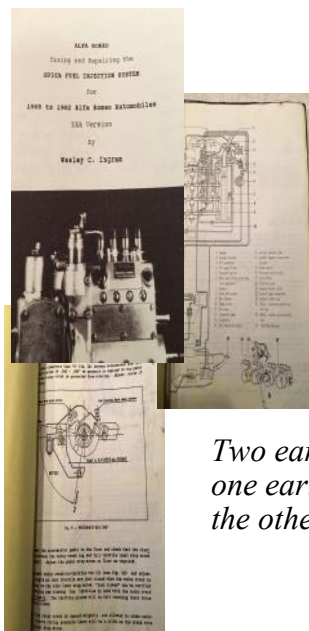
Gary Tree is trying to clean out his garage. He is parting a **1980 Spider** and has many other parts to sell, too numerous to list. An S2 Windshield, fiberglass bumpers, engine, transmission, door latches, etc. Just ask! Contact Gary at 608-209-2352, or gittree-house@gmail.com

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)~~ (sold), 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 injection 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, below.

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



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



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

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

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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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