

# ALFANATIC



## \$14.8 Million



On October 29, RM Sotheby's, in association with Sotheby's fine art division, sold the trio of B.A.T. cars, the 5, 7, and 9d, for a hammer price of \$13,250,000. The winning bidder paid \$14,840,000 with auction fees added. This makes these one-of-a-kind cars the most valuable post-war Alfas sold at auction as a single lot, and among the most valuable Alfas ever sold, according to RM Sotheby's.

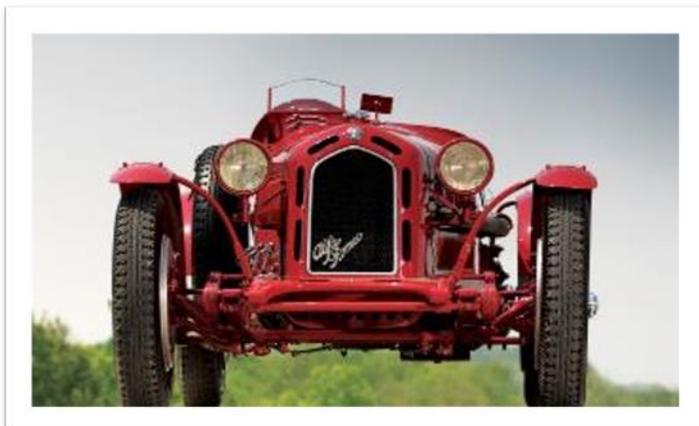
The auction and its venue was unique, even in the context of Covid-era sales, as the cars were the only automotive lot offered at an auction that otherwise featured contemporary and impressionist art. Held at Sotheby's New York auction rooms, advance viewing was by appointment only and bidding was virtual, mainly by phone. Total sales for the evening were \$142.8 million, with a 95.1% sell-through rate.

*Photos © 2020 courtesy RM Sotheby's*



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## The Bertone B.A.T.s

The story of the B.A.T.s is fairly well known within the collector car community, but for those needing a refresher this condensed version will get you started. These design studies were commissioned by Alfa Romeo and created by coachbuilder Nuccio Bertone. The designs flowed from the fertile mind of Franco Scaglione, Bertone’s chief designer.



Abarth 1500 Biposto—1952

Following the successful showing of the radically styled 1952 Abarth 1500 Biposto, Bertone was approached by Alfa Romeo, which had an interest in exploring

new aerodynamic concepts. Bertone chose the recently introduced 1900 platform as the basis for the design studies. Over the next three years, Scaglione designed a series of concepts, titled *Berlina Aerodinamica Tecnica*, or B.A.T. for short. First was the B.A.T. 5, introduced at the Turin Auto Salon in May of 1953. Its pontoon fenders, skirted wheels, and tail-



B.A.T. 5—1953

©2020 Courtesy RM Sotheby’s

fins were evocative of a fighter jet. The wind-cheating body recorded a drag coefficient (Cd) of .23 at 94 mph. The drivable concept recorded a top speed of 123.6 mph.

The following year, Bertone showed the B.A.T. 7 at that April’s Turin Salon. Still employing a 1900 chassis, Scaglione refined his earlier effort with a revised nose and even more dramatic tail fins. This car achieved an even lower Cd of .19. (the Tesla Model S has a Cd of .24.) Response to the design was uniformly enthusiastic. Following the Turin show, Alfa

## **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](mailto:rabhalter@att.net)

November 15	GP Turkey - Istanbul
November 29	GP Bahrain
December 6	GP Sakhir - Bahrain, Outer Circuit
December 13	GP Abu Dhabi - Yas Marina Circuit
<b>2021</b>	
March 4-7	<a href="#">Amelia Island Concours d’Elegance</a> , Amelia Island FL
<b>May 7-8 (t)</b>	<b>AROC-WI New Glarus Hill Climb</b>
<b>May 9-19</b>	<b>AROC Goes to Italy Tour</b>
May 14-16	SVRA Vintage Festival Weekend, Road America
June 4-6	WeatherTech Chicago Region SCCA June Sprints, Road America
June 17-20	Indy Car Series Rev Group Grand Prix presented by AMR, Road America
July 1-4	NASCAR Cup Series, Road America
July 15-18	WeatherTech International Challenge with Brian Redman, Road America
<b>July 18-25</b>	<b>AROC National Convention, Colorado Springs, Colorado</b>
July 23-25	<a href="#">Concours d’Elegance of America</a> , Plymouth, Michigan
August 5-8	IMSA Sportscar Weekend, Road America
<b>August 8 (t)</b>	<b>AROC-WI 23d Annual ICAMS Show, Reina Intl. Auto. Brookfield, WI</b>
August 15	<a href="#">Pebble Beach Concours D’Elegance</a> , Pebble Beach, California
August 22	<a href="#">Geneva Concours D’Elegance</a> , Geneva, Illinois
August 27-29	World Challenge (Sportscars), Road America
September 17-29	Ariens Art on Wheels Vintage Weekend, Road America

shipped the car to the U.S. where it was displayed at the New York and Chicago auto shows.



B.A.T. 7—1954

*Courtesy RM Sotheby's*

B.A.T. 9d was introduced at the 1955 Turin Salon. Alfa requested Bertone produce a concept that would be more practical for road use and, more importantly, be identifiable as an Alfa Romeo. The first two B.A.T.s carried the Alfa emblem on their noses but lacked other styling cues that would make them identifiable as Alfas. Scaglione incorporated the grill from an Alfa commercial vehicle (some say it was a Giulietta grill), reduced the size of the tailfins to improve rear visibility, added a better defined rear beltline, and dropped the rear fender skirts. The critics loved this design, also.



B.A.T. 9D—1955

*Courtesy RM Sotheby's*

Most show cars are quickly forgotten, scrapped, or repurposed, emerging as new concepts. The B.A.T.s, remarkably avoided this fate. All three cars separately made their way to the U.S. and all three escaped the indignity of being scrapped or butchered (well, one came close).

B.A.T. 5 was sold to U.S. auto importer Stanley “Wacky” Arnolt in October, 1953. It appeared at auto shows and became Arnolt’s personal vehicle when

not being displayed at his Warsaw, Indiana, showroom. The car had only two other owners. The first was another Hoosier, Joe Prysak of South Bend, who kept it for 30 years, suspended from the ceiling of his shop. He finally sold it to Californian Said Marouf in 1987. After a thorough restoration the coupe was shown at Pebble Beach in 1988, winning a class award.

B.A.T. 7 also went to the U.S., was shown at U.S. auto shows by Alfa Romeo, Inc., and then sold to a San Francisco restaurateur who RM Sotheby’s describes as “flamboyant.” It was subsequently raced in Southern California SCCA races and displayed at a Ferrari dealer’s showroom. The car then went back to San Francisco and had its “wings” clipped to improve rear visibility. The next owner, Ken Schaff, repainted it in sand and black and showed it at Pebble Beach in 1958. The car sold again and its new owner left the car for restoration at a well-known Italian car specialist, where it remained, unclaimed, until the shop owner filed a lien, formally acquiring the car around 1969. He sold the car to another collector in 1986. The B.A.T. then underwent a 2-year restoration that returned the car to its original color and configuration.

Following its Turin debut, B.A.T. 9d was purchased by an American and exported to the U.S. The next owners, Chicagoans Harry Woodnorth and Tom Barrett, bought the coupe after discovering it in a Sebring parking lot during the 1956 12-hour race. In 1958, the car went to a Lansing owner who repainted it red. A few years later it was purchased by a local dealer at an estate sale following the death of the previous owner.

Gary Kaberle, a 16-year-old from Traverse City, Michigan, saw the car in the dealer’s showroom and knew he had to have it. He saved money from his summer job selling cherries at a roadside stand and pressed his case with the dealer who ultimately relented and reluctantly sold the car to Kaberle after he dumped a gym bag full of cash on his desk. Kaberle proudly drove the car around Traverse City through his high school years, dressing up as Batman for civic parades. B.A.T. 9d remained with him through his dental studies. In 1987, he was invited to show the car at the Meadow Brook Concours and commissioned a repaint to silver. Harry Woodnorth did the work at his shop in Chicago.

In the early ‘90s, I took a fall color tour to Traverse City with several other members of the West Michigan Alfa Owners Club to see the car. Gary was a gra-

cious host allowing us access to the car and sharing memories of meeting Nuccio Bertone at the 1989 Pebble Beach Concours, where the three cars were united for the first time. Dr. Kaberle sold the 9d shortly after our visit to fund his wife’s cancer treatments. Much later he commissioned Bertone to produce the B.A.T. 11 concept.



*B.A.T. 5 Interior*

According to RM Sotheby’s, a private collector purchased all three cars in the early ‘90s and showed them as a group at various shows across Europe. They then resided at the Blackhawk Museum in Danville, California for over 10 years and were periodically loaned to other exhibitions and shows.

These coupes are unique in their origin, design significance, and provenance. There are few other cars that match them. It’s good to see that they will continue to be kept together as a set. 🍀



*B.A.T 7 from above*

### 370 Mile 1993 Spider Veloce Sells for \$75,500 on BringaTrailer.com



In what is surely a sign of the coming Covid Apocalypse, a 1993 Spider Veloce sold on BaT just last week, October 29, for a breathtaking \$75,500. It’s one of those crazy sales where one has to ask: “Where can you find another one like it?” It’s a brand new 27-year- old car!

According to the auction comments, the car was purchased new by a woman, a resident of Tiburon, across the Golden Gate from SF, and used very little— obviously! My guess is that it passed to the selling dealer as part of an estate sale, but I’m only speculating.

The car is represented as completely original, untouched and unmarked, down to the ancient original tires. Even the easily mused Alcantara seat inserts appeared to be untouched.

This is a crazy purchase for crazy money, totally inexplicable for a multitude of reasons. You bought it, now what do you do with it? If you actually drive it, it will depreciate as rapidly as a new car. But how do you avoid enjoying such a perfect car? They were, after all, made to be driven. 🍀

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## Alfa Romeo Racing to Stay With Sauber, Raikkonen and Giovinazzi re-up for 2021



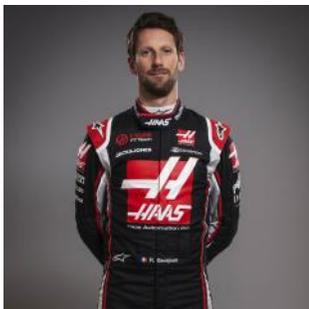
Last week, the Alfa Romeo Racing F1 team confirmed that they will extend their relationship with Sauber and that Kimi Raikkonen and Antonio Giovinazzi will stay with the team for 2021. There was much speculation last month that Mick Schumacher might join the team in place of Giovinazzi and further, that Raikkonen might retire, to be replaced by Nico Hulkenberg. None of that will happen.



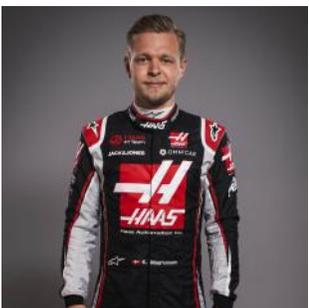
Re-signed for 2021

Both drivers scored points at the most recent race November 1, at Imola. Kimi was 9th, while Giovinazzi placed 10th. Both drivers now have four points in the driver championship standings, ranking them 16th and 17th of 20.

With respect to the Sauber-Alfa collaboration, there was concern expressed earlier in the season that this would be Alfa's last. However the racing exposure and technical collaboration allowed by the partnership is said to have been beneficial. Sauber provided technical input to the development of the new Giulia GTA and GTAm



Over at Haas, the other Ferrari-affiliated team, both current drivers were informed that in 2021 their services would no longer be required. So now the speculation is that Ferrari will supply a driver from their development program. Mick Schumacher is the most likely candidate. Although Ferrari has several up-and-comers available, team Manager Guenther Steiner has stated that he would prefer not to have two rookie drivers on the team. Veterans Nico Hulkenberg and Sergio Perez remain unsigned and thus are possible candidates for the second seat. 🍀



Grosjean, Magnussen, out at Haas

## Alfa 6C 1750 Wins 2020 Mille Miglia



A Zagato-bodied 6C 1750 SS piloted by father-son team Roberto and Andrea Vesco took top honors in the 2020 running of the Mille Miglia re-enactment. The popular May event was postponed until fall due to the pandemic, running this year from October 22 to 25. An entry of 356 competed, with only 296 crossing the finish line. A pair of Lancias completed the podium. Second was a 1929 Lancia Lambda Spider and third, a 1927 Lambda roadster by Casaro. Competitors braved rain and fog, navigating through areas that earlier in the year had seen earthquakes and the initial Covid outbreak, according to *ClubAlfa.it*. 🍀



CarandDriver.com posted this photo of the production version of the Tonale.

## Tonale Production Slated for 3rd Quarter 2021 In U.S. showrooms in 2022?

According to ClubAlfa.it, the production version of the Tonale, Alfa's subcompact luxury SUV, will be introduced mid-next-year and go into production at Pomigliano shortly thereafter, appearing as a launch edition in Italian showrooms during the 4th quarter, with the full line to be available beginning in 2022. Expect the U.S. version sometime later. 🍀

**Electric GTV Anyone?**

*One can be yours for only \$500,000*



According to [automoto.it](http://automoto.it), Italian company Totem is offering an Alfa GTV-based all electric coupe, dubbed the GT Electric. The creation carries a 50.4 kWh battery pack and produces 518 hp from its electric motors, offering a 0-62 time of 3.4 sec, a top speed of 152 mph, and a range of 224 miles.



The website suggests that only about 10% of the original Giulia remains in this reimagined prototype, and given the equipment list and specifications—carbon fiber body, exotic suspension, and bespoke audio augmentation—it’s unlikely that any precious vintage GTVs will need to be sacrificed in order to appoint and customize this \$500,000 piece of electrical indulgence. Production versions are slated for 2022 delivery, so start saving now. I suppose if your Tesla is too boring... 🍀



**What’s a Turinga?**

*WW II Nationalism produces an anomaly.*

As Europe descended into WW II, fascist Italy, having thrown in with Germany, became estranged from the rest of the continent. Mussolini took this personally. He and his supporters pressed an unwritten rule discouraging the use of foreign words in commerce. The Milanese soccer team, Inter, became “Ambrosiana,” after the patron saint of Milan. Cognac was renamed “Acquarzente” (loosely, firewater), and basketball became “pallacanestro,” etc. Coachbuilder Touring was recast as “Turinga,” which sounds vaguely like some small Germanic barony.

In wartime, few passenger autos were built, but there were a few Alfa 6C 2500s produced in 1944, between bombing raids. One of these, a Sport Berlinetta, one of three Turinga-badged survivors, was auctioned by the Italian auction house Finarte on October 28. The car had the further distinction of being the first Alfa to be driven across Europe to Sweden in 1946, immediately following the war. The new Swedish owner retained the car for 50 years.



*1944 6C 2500 Sport Berlinetta, Carrozzeria Turinga*

With only 2 subsequent owners, this rare car has been lovingly maintained. Unfortunately, the bidding failed to result in a sale. The consignor was looking for bids close to \$1.16 million.

Lest you think shunning of “foreign” words is quaint, remember that in 2003, the French government condemned the U.S. invasion of Iraq. In retaliation, a North Carolina restaurant owner renamed the French fries on his menu as “Freedom Fries.” The story was picked up by the media and inspired others to do the same. Notably, U.S. Rep. Bob Ney, chairman of the Committee on House Administration, had the fries renamed in the three congressional cafeterias. The name reverted back after Ney resigned in 2006. 🍀

## The Alfa Romeo Story, 7th Episode

### A Revolution of Shapes and Colors – 33 Stradale, Carabo, and Montreal



Produced by FCA Italy, translated by MS Word and edited by Bob Abhalter

- *Ingenuity and rigor; expertise and courage in the choice of materials; style that combines technological innovation and creativity - these were the elements of the Tipo 33 project.*
- *The project, born from the competitive spirit that animates every Alfa Romeo creation, gave life to two “different twins” – the 33 Stradale and the Carabo.*
- *Designed by Franco Scaglione, the 33 Stradale was a synthesis of technical expertise and creative audacity. It was a masterpiece, merging innovative styling, aerodynamics, and functionality.*
- *Marcello Gandini of Bertone designed the Carabo, imagined as the car of tomorrow for its futuristic features and its attention to color and finish – a chromatic research that continued with the Montreal.*
- *This year marked the fiftieth anniversary of Montreal. First presented in 1967 in an unusual green livery, it represented man’s greatest inspiration in automobiles.*

#### The Car: Image of the Era

“Eyes” for headlights, “mouth” for grille, “face” for front – and of course, a car “body,” with “shoulders” and “hips” formed by the wheel openings. These anthropomorphic references are still used today. How were they born, and why? The first cars were literally “horseless carriages,” lacking



specific decorative form. Beginning in the thirties, coachbuilders (the name has endured) became proficient at working metal. They beat the sheets by hand directly over a wooden buck, giving life to unique pieces with rounded and sensual lines that seemed to follow an organic ideal. As industrial production evolved, shapes were simplified because the forming equipment of the time did not allow as much refinement and three-dimensionality. Sometime in the late 1960s, two divergent schools of styling emerged. The difference between the anthropomorphic and future-looking schools of styling is graphically illustrated by the 33 Stradale and the Carabo – two Alfa Romeo models developed on the same basic platform.



#### Born From the Same Platform

The 33 Stradale and Carabo could not be more different in appearance. The 33 Stradale is all nerves and muscles, an athlete portrayed in the midst of competitive effort. The Carabo is all straight lines and angles, aimed at grasping the essence of mobility and projecting it into the future. These are much more than two interpretations. They represent two different worlds. The common technical basis of these two cars represented the synthesis of fifty years of Alfa Romeo experience in racing. Ingenious and rigorous design; expertise and courage in the choice of materials; and a style that combined technological innovation and creativity – these were the project ingredients of the Tipo 33.

#### The Desire to Compete

It all stemmed from the desire to race – a desire that has never been extinguished. In 1964, Alfa Romeo’s president Luraghi felt it was time for an official return. To revive the racing team he acquired Autodelta, a com-



pany in Udine that was already a privileged partner for the production of the TZ. Carlo Chiti, who worked at Portello from 1952 to 1957 and later formed Autodelta, assumed his role as head of the official team. In the same year, project 33 was launched. Luraghi asked his team for a car that could compete in the most popular race series of the time in order to generate public awareness and media attention. That meant competing in the World Sportscar Championship Series.

### Autodelta



In the mid-1960s Autodelta moved to Settimo Milanese to be closer to the Alfa Romeo plant and, above all, to the Balocco test track. Alfa Romeo's first Tipo 33 chassis entered the Autodelta

workshops in 1965. It was an asymmetrical tubular "H" structure made of aluminum alloy with integrated fuel tanks. In the front, a magnesium structure mounted the front suspension, radiators, steering, and pedal board. The motor/gearbox unit was mounted longitudinally in the central rear position. The bodywork was made of fiberglass, yielding a total mass of 600 kilos (1,323 lb.), the minimum allowable weight per the regulations. Once again, lightness was Alfa Romeo's secret weapon.

### Victory in the 1975 and 1977 World Championship for Makes



The ambitious (and innovative) project had a very short development timeline. In two years the 33 had to be ready for racing. For the first tests the car employed the TZ2

4-cylinder 1600 engine, a stopgap while an entirely new engine was being developed. It was to be a 2 liter V8, initially producing 230 HP.

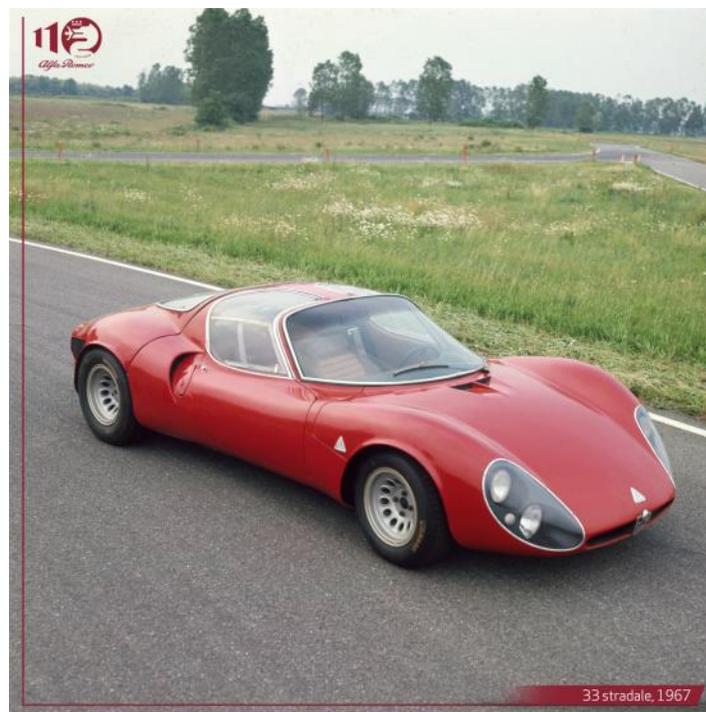
The first 33 was nicknamed "Periscopica" for the air intake that extended above the roll-bar. The Fléron hill climb, near Liège, was chosen for its debut. Autodelta's principal test driver Teodoro Zeccoli drove the

car to first place in its initial outing. After years of meticulous preparation, on March 12, 1967, the 33 entered the world of competition. That was the first in a long line of successes on the most prestigious circuits; a ride that would take the 33 to the top of the world, culminating with championships in the World Championship of Makes in 1975 and the 1977 Championship for Sportscars.

### The Florentine Nobleman Who Wanted to Be a Designer

When Alfa Romeo decided to produce a road-going version of the 33 in a small series, it needed a new look that would evoke its competitive image, but in street-legal form. The project was entrusted to Franco Scaglione.

Born in Florence to a noble family, Scaglione studied to become an aeronautical engineer before being conscripted into the military during WW II. He served in Libya and was taken prisoner in Tobruk. He returned to Italy at the end of 1946 and decided not to resume his engineering studies. Rather, he chose to become a car designer, first with Pinin Farina, then Bertone, and finally as an independent designer. Scaglione's design for the 33 Stradale highlighted its technical expertise and creative audacity, creating a masterpiece in which innovative style merged with the search for aerodynamics and functionality.



## The 33 Stradale



The bonnet of the 33 Stradale opened completely to improve access to mechanical parts, and – for the first time on a street-legal car – the doors were dihedrally hinged (butterfly winged) in order to facilitate entry into a car less than 40 inches high. The only difference from the track versions were 10 centimeters (4 inches) more pitch and a steel frame instead of aluminum. The engine was derived from the Tipo 33, cast entirely in aluminum and magnesium alloys, with indirect mechanical injection and dry sump lubrication. The breathing was managed by overhead cams, with two valves and two plugs per cylinder. On such a light car, its 230 horsepower produced a maximum speed of 260 kph (~162 mph) and 0-100 kph (62 mph) in 5-1/2 seconds.

## The Preview at Monza



The car was officially presented at the Turin Motor Show in 1967 but was unveiled to a passionate and knowledgeable audience a few weeks earlier, on September 10. The occasion was the Italian Grand Prix at Monza. The race went down in history for an epic Jim Clark comeback win over Jack Brabham but also for the revealing of one of the most beautiful sports cars ever. The 33 Stradale was the most expensive sports car on the market at the time of its introduction. When introduced, it sold for almost 10 million lire (\$17,000)

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when contemporary supercars were selling for between 6 and 7 million. (A Lamborghini Miura retailed for \$13,425.) Only 12 Scaglione-bodied examples were made. Today they are practically priceless.

## The Personal Spaceship



The 33 Stradale represents a pinnacle of anthropomorphic auto styling, but Alfa Romeo's styling research also headed in other directions. "Car of the future" styling, spaceship-like, manifested

itself in the fifties with the Disco Volante (Flying Saucer) designed by Carrozzeria Touring. That spider was the result of advanced aerodynamic studies, with rounded fenders integrated into a low and sleek body. At the 1968 Paris Motor Show a concept car was presented that represented the evolution of this extreme idea. It was the Carabo designed by the thirty-year-old Marcello Gandini for Bertone.

## Different Twin – the Carabo



The Carabo was developed on the 33 Stradale platform – also used by other designers for one-off exercises – Giorgetto Giugiaro's Iguana, Pininfarina's 33 Coupé Speciale and Cuneo, and Bertone's Navajo were examples. The height, less than 40 inches, was the same, but the rounded lines had disappeared. Everything in the Carabo was sharp-edged, from the wedge profile to the scissor-opening doors. The name Carabo takes its inspiration from the "Carabus Aurratus," a beetle with metallic and bright colors, the



same ones that are used for the car – luminescent green with orange details. From that moment, Alfa

Romeo began to pay particular attention to exotic colors and special paint schemes, elements capable of emphasizing the uniqueness of the brand. That chromatic research continued with the Montreal.

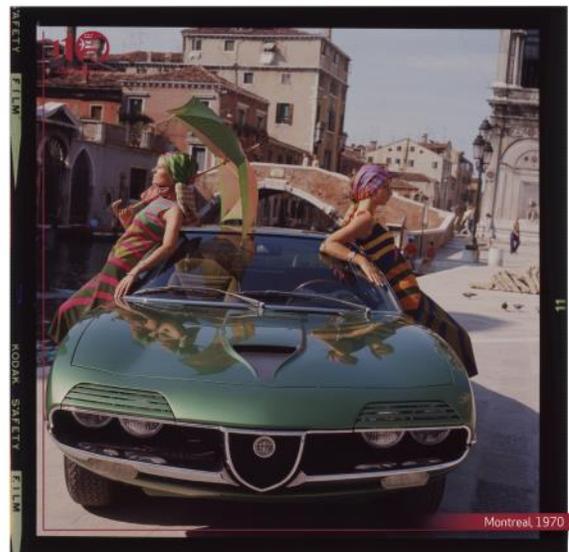


### The Montreal

In 1967, the world's nations showcased their best technical and scientific achievements at the Montreal World's Fair. Alfa Romeo was charged with creating a technological symbol for the Expo – a model that represented man's greatest aspirations in the field of cars. Director Satta Puliga and engineer Busso solicited Bertone's collaboration, and Gandini was tasked with designing the bodywork and interior. The result was a great success. North American visitors really appreciated the elegance and content of the car. Due to the favorable response, a production version was developed and presented at the Geneva Motor Show in 1970. Unlike the original concept, the production Montreal used a V8 engine derived from the Type 33, increased to 2.6 liters and tuned to produce



200 horsepower. The model impressed with an extraordinary range of colors, both pastel and metallic, from green (used for the Expo show car), to silver, orange, and gold. Color research is an Alfa Romeo tradition that continues to the present. A new color palette was developed, including Rosso Villa d'Este, Ocra GT Junior, and Verde Montreal, all inspired by the Brand's 110 years of life and named after some of its most glorious models. 🍀



## 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

#### Low Mileage '93 Spider Veloce



(From AROC Detroit Newsletter)

Alfa Romeo Spider for sale by the original owner: 1993 Spider Veloce, 4 Cylinder/5 Speed with 25K miles. This sweet car has been lovingly cared for. \$17,000 - will negotiate. Call Sue (248) 360-0786

#### 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](mailto:sbcinc@aol.com) Thank you.



**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 [gjtreehouse@gmail.com](mailto:gjtreehouse@gmail.com)

**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](mailto:jphuff4@gmail.com)

**Alfa Romeo Literature.** Ray Petry writes: I have a huge pile of Alfa Romeo literature and I think it is time I shared it with another enthusiast. It includes an Alfa Indy car poster, 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. 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](mailto:flhwelder@gmail.com)

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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](mailto:rabhalter@att.net) and share with your fellow Alfisti.

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