

ALFANATIC



Happy New Year!

Here's hoping for a new and improved 2021, full of good times and maybe some Alfa events that don't require face masks, gloves, hand sanitizer, and social distancing for participation. We've updated the calendar and are already looking forward to unbolting our snow tires and steering towards sports car season in Wisconsin.

Look inside for the latest updates on scheduled events!



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Plans Brewing for New Glarus 2021

Event director Kevin Caulfield reports that planning is in progress for the next running of Das Kurze Klausenrennen, otherwise known as the annual New Glarus hill climb. Mark your calendars for the week-end of April 30 to May 2. Barring any restrictions or limitations necessitated by the pandemic, the program will run as scheduled and follow the traditional pattern of Friday check-in, Saturday events, with Sunday brunch and departure. Invitations, with further event details, will be sent March 1 to all AROC-WI and VSC members. 🍀



John Ehle Back with a New Spring Drive

AROC-Wisconsin member John Ehle is planning another edition of his “Mother May I?” spring drive, to be run Saturday, May 8. Of course the usual disclaimers apply. Last year John was forced to proceed with a “socially distanced” version of his run. Perhaps this year we can get back to something slightly more social. Updates will be provided as we get closer to the event. 🍀

Come Howl at the Moon June 23

Tom Heinrich will once again open the gates of the Lift Incorporated World Headquarters in Glendale for his Sportscar Solstice Garage Party. The Lift compound allows for ample social distancing, assuming that might still be necessary, and the mix of cars and people is always interesting and enjoyable. 🍀

2021 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

Jan 30-31	24 Hours of Daytona, Daytona Florida
March 4-7	Amelia Island Concours d'Elegance , Amelia Island FL
Dates TBA	Chicago Auto Show, McCormick Place
March 20	Sebring 12 Hour Endurance Race, Sebring, Florida
April 30-May 2	AROC-WI New Glarus Hill Climb
May 8	John Ehle's "Mother May I?" Spring Tour
May 5-9	Greater Milwaukee International Car and Truck Show
May 9-19	AROC Goes to Italy Tour
May 14-16	SVRA Vintage Festival Weekend, Road America
June 4-6	WeatherTech Chicago Region SCCA June Sprints, Road America
June 12-13	Le Mans 24 Hour Race, Le Mans, France
June 17-20	Indy Car Series Rev Group Grand Prix presented by AMR, Road America
June 23	The Heinrichs' Sportscar Solstice Howl at the Moon Garage Party
July 1-4	NASCAR Cup Series, Road America
July 15-18	WeatherTech International Challenge with Brian Redman, Road America
July 18-25	AROC National Convention, Colorado Springs, Colorado
July 23-25	Concours d'Elegance of America , Plymouth, Michigan
August 5-8	IMSA Sportscar Weekend, Road America
August 8 (t)	AROC-WI 23d Annual ICAMS Show, Reina Intl. Auto. Brookfield, WI
August 15	Pebble Beach Concours D'Elegance , Pebble Beach, California
August 22	Geneva Concours D'Elegance , Geneva, Illinois
August 27-29	World Challenge (Sportscars), Road America
September 17-29	Ariens Art on Wheels Vintage Weekend, Road America
2022	
January 14-17	AROC Winter Retreat Palm Desert, California

Annual Banquet Postponed

Event coordinators Gary Schommer and Bob Ludwison met recently to discuss the annual membership meeting and banquet. The March event was cancelled last year due to the pandemic, and the feeling was that setting a March date for this year's event would not be prudent. Bob and Gary are looking forward to re-scheduling the event for later in the year, perhaps with a different format. Picnic anyone? 🍀

New Events Needed

There are still plenty of calendar dates available for club events. Are you interested in staging a rally, driving event, social gathering, Zoom or in-person session about your ongoing restoration, performance project, automotive business, or collection of real or model cars? Perhaps you'd like to promote a joint meeting with another club.

The best way to express your Alfa enthusiasm is to participate. Our Alfa community is diverse and far flung, and the club's activities should match your interests. The only way it can do that is for you to step up and contribute a little time and effort. You'll find that there are many out there who share your interests. Contact a member of the board today! (See the last page for contact information or just respond to the email that brought you this newsletter.) We'll get you pointed in the right direction. 🍀

Zoom Sessions

Zoom is one way we can stay active while respecting the need to avoid contagion. AROC-USA and several local chapters have long been conducting virtual meetings via Zoom. One of the more successful social users is the Detroit chapter, which last summer staged Saturday afternoon sessions on a variety of topics. Their sessions quickly went national and edited versions of past sessions are available on AROC's YouTube channel. The series is in hiatus right now, but will certainly return after the holiday season.

AROC-Wisconsin has access to the national club's Zoom account and can arrange for similar local or national Zoom sessions. Let us know your topic and we can help you set it up and publicize it for you. 🍀

Links to Like

Gary Schommer found these vintage Alfa images on Automobile.com:

<https://www.automobilemag.com/news/alfa-romeo-history-vintage-archive-photos/>

Giulietta SS Available

Mike Juneau sent this note recently: *(Slightly edited for clarity.)*

I grew up in Wisconsin and have had many Alfas. A friend who runs an Alfa only shop has a customer-stalled SS project. I've seen the \$25,000 paint job. It's gorgeous. Perhaps a club member is seeking what I understand started out as a solid car. It's now a roller with the majority of parts there.

Mike now lives in New Hampshire. For more information on the car, give him a call.

Mike Juneau
603 558-1111

alfaman1966gtv@gmail.com





Another shot from Mike of the New England Giulietta SS.

Mike also sent a photo of his 1966 Sprint GT Veloce, taken at a New Glarus event. 🍀



Up North in August?

Many of us make that trip, but this year there is an Alfa-oriented option you might want to mesh with your plans. David and Andrea Hammond of the Detroit chapter have frequently made the trip to the U.P. from their side of the lake and are planning to lead a tour of their favorite places during the last two weeks of August. If you have the time, you could, say, join the group in Traverse City and accompany them north over the bridge and into the *terra incognita* of the Upper Peninsula, perhaps then making your way home down the Wisconsin side. Plans are still being developed and the options might be flexible to accommodate joining for part of the tour. If you're interested, email Dave at motorcityalfa@aol.com so that he can keep you updated on the plan. 🍀

Alfa Romeo—Made in Italy?

That's what the late Sergio Marchionne had as a part of his plan for Alfa's rejuvenation. Alfas were to be built solely in Italy—a nod both to Italy's unions and the Alfa ethos. But times change, and the soon-to-be-consummated FCA-PSA merger into Stellantis brings other priorities—namely Alfa's need to provide fresh product for the dealers in the booming entry level SUV market.



Word is that that the “B” sized SUV, named the Brennero (perhaps to be anglicized to Brenner?) will be produced in FCA's Tychy, Poland plant, along with two other new Stellantis products. Clubalfa.it reports that management wants to speed up Alfa's product launches, citing the lag between the initial presentation of the “C” sized Tonale and its production availability in the first quarter of 2022. It was also reported that FCA is planning to invest €2 Billion (about \$2.46 billion) in the Tychy plant, FCA's largest in Europe.

The announcement that Alfas would be assembled outside of Italy was met with shock, at least among Italian auto journalists. Alfas simply ooze Italian-ness. To many Alfisti, the thought of them being produced outside of Italy is sacrilege. This is notwithstanding the handful of 1930s Alfas assembled in Paris to avoid importation tariffs; the knockdown kits sent to South Africa, and perhaps elsewhere, in the fifties and sixties; and the outdated 1900 models produced under license in Brazil, although they were sold under the FNM brand.

In another turn away from tradition, it is very likely that the Brennero lineup will include an all-electric or at least a plug-in hybrid version. A PHEV Tonale has already been announced for the U.S. market. 🍀

Old Miatas Become Prewar Alfa Romeo Race Cars With This DIY Kit

The Tipo 184 is arguably the next best thing to owning Fangio's Alfa.



By Conner Golden, [Automobile.com](https://www.automobile.com), Dec 30, 2020
(Thanks to Gary Schommer for this find.)

It's nice to know that even if you don't have the financial health often associated with selling a unicorn startup to Google, you can probably at least (someday) afford the replica of your favorite historically significant car. Beyond the myriad Shelby Cobra, GT40, and Porsche 550 Spyder clones that clog your local Cars and Coffee, there's more esoteric stuff to be copied. From the Ferrari 250 GT (GTO Engineering) to the Lola T70 (Broadley Automotive) to the Lotus 11 (Westfield), there's a replica of just about anything available at a relatively reasonable cost—including a new Miata-based DIY kit for a 1950s Alfa Romeo grand prix race car.

Yes, you can turn your old leaky, greasy, wheezy Mazda roadster into a rather excellent approximation of the Alfa 158/159 that dominated Formula 1 between 1938 and 1951. Other than the obvious excitement that goes along with driving an open-wheeled car, this is a fascinating build, as creating a reasonably priced and well-proportioned racing replica is a tricky endeavor. Most replicars are built on a stripped-down chassis of an existing car, or designed with their own standard chassis with semi-mass production in mind, such as the Shelby Cobra or the GT40.

The market for prewar racing replicas is significantly smaller, so building a bespoke "monoposto" frame/kit is a tough sell. The majority of the monoposto replicas you do see charging around at track days or sitting pretty as garage art are usually enormously expensive one-offs or ultra-low-production specials such as the Argentina-based Pur Sang Type 35.

This is where the new Tipo 184 comes in. Inspired by



Wheeler Dealers and Master Mechanic presenter Ant Anstead's very own homebrew Alfa 158 replica (the build of which was documented on the latter show), the new Miata-based kit is one of the most interesting methods of Miata upcycling we've seen thus far. Anstead appears to be the creative and technical force behind this project and the first 10 buyers of the kit will get a chance to build their Tipo 184 in a workshop with Anstead overseeing; he is reportedly working on a full Haynes manual of the Tipo 184 for buyers who would rather perform the conversion in the comfort of their own garage.



Again, details are still scarce at this point. From the photos available on the [barebones website](https://www.barebones.com), though, it appears that the Miata components that make it through the transformation include some of the suspension, the brakes, and most of the powertrain, all of which bolt onto the supplied spaceframe. Once all the

An advertisement for GT Motorsports. It features a checkered flag background on the left with the text "GT Motorsports" in yellow and red. On the right, there are logos for Ferrari, Alfa Romeo, and another brand. Below the logos, the name "Al Pinkowsky" is written. At the bottom, the address "525 Capitol Drive • Pewaukee, WI 53072" and phone number "ph: (262) 695-4238" are listed. A red banner at the very bottom says "Import Service • Performance Upgrades European Specialists".

mechanical gubbins are sorted, body panels presumably shaped from fiberglass fit flush on the long tubular shape, and in go the single leather-wrapped seat, wood-rimmed steering wheel, and full metal dash plate.

Even with the modern Miata guts under the cylindrical body, the Tipo 184 does its best impression of a mid-century race rocket: the supplied wheels are excellent analogs of multi-spoke Borrani wires, there's an exposed elongated exhaust header that runs down the side of the car (complete with four semi-cheesy fake exhaust ports), and the brake discs appear to be shrouded with a metal cover aping the finned drums from the original Alfa.



If you already have a tired Miata sitting around your garden shed, the first 10 conversion kits on offer are a relative bargain at £7,499, or \$10,100 at the time of this writing. More kits will be made available at a later date, with revised pricing and without the opportunity to build your car alongside Anstead. Of course, if you don't already have a donor car, you'll need to source your own, but Tipo 184 says it can assist in the process. Which generations of the MX-5 qualify is unclear, but based on the name—184 alludes to the 1.8-liter displacement and the car's four-cylinder engine—and a photo of a junked NB on the landing page, we suspect only the NA- and NB-generation Miatas are eligible.

If this seems like the perfect opportunity to live out your dreams as Juan Manuel Fangio, register interest on the [official Tipo 184 website](#) and keep an eye out for future updates. And if you want to keep an eye on whatever other projects Anstead is working on, then be sure to sign up for the MotorTrend App today. 🍀

184 Kit Update

According to the website, the first ten units referenced in the Automobile.com article have all been sold. Deposits are now being taken for Q3 2021 and later. The current price for the starter kit is £8,499 (\$11,619), plus VAT and shipping. A 25% deposit is required for Q3 delivery. If you're in no hurry, the company is collecting a 10% deposit for later deliveries. Of course, we don't have to worry about VAT in the U.S., but we do have to be concerned about shipping, as the kits originate in the U.K.

To be clear, the starter kit includes only the frame, body components, exhaust manifold, and a few other special bits. Wheels, fuel system, seat, etc., are to be available as kits later in 2021, or you can provide your own, plus the guts of a wrecked first or second generation Miata. It should make a fun track-day ride. 🍀

A Map Update for Early Giulia and Stelvio Owners

Upset that your 2017 - 2019 Giulia or Stelvio still has its original maps in the nav system with no good way to update them aside from leaving your car with the dealer? So were some particularly persistent members of the Giulia Forums Bulletin Board.

Aware that European customers could download quarterly map updates from an FCA website, they nagged the North American powers-that-be until they provided the same service for U.S. owners.

The process is relatively straightforward. All that's required is an internet collection, a 16GB thumb drive, and some time.

Follow this link for the simple DIY solution.

[2017-2019 NAFTA Navi update located...all hail MikeS! | Alfa Romeo Giulia Forum \(giuliaforums.com\)](#) 🍀



The Alfa Romeo Story – Episode 9

The 8C Competizione – A supercar that honors tradition and looks to the future.

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

- The 8C was a return to Alfa’s roots and a laboratory for the future.
- The automotive world admired the new Alfa Romeo creation. “It is called 8C, and I think it is simply the most beautiful car ever built,” said Jeremy Clarkson.
- It synthesized the essence of Alfa Romeo, starting with the name that honored two eras of the marque’s storied past.
- The 8C’s styling celebrated a richness of volume, clean lines, and many of the distinctive styling cues of the marque, becoming a reference for future models.
- The 8C was both a success and a milestone. Within a few weeks of its introduction and prior to production, the limited run of 500 was sold out.



Between Past and Future

The 8C Competizione was a return to the company’s roots and a laboratory for the future. It was developed during the process of reassessment aimed at preparing Alfa Romeo to face the new millennium and was to be the flagship around which Alfa Romeo redefined its identity and values – a stylistic and technical reference for the product planning of the future.



In early 2006 Sergio Marchionne greenlighted the industrialization and mass production of the concept that had aroused so much enthusiasm at the Frankfurt Motor Show in 2003. Wolfgang Egger’s *Alfa Romeo Centro Stile* managed to refine the project in just eight months. Presented in its final version at the Paris Motor Show, the 8C collected 1,400 orders from all over the world in just a few weeks. The limited run of 500 numbered models was sold before production began.

The Essence of Alfa Romeo

The 8C Competizione’s name reflected Alfa Romeo’s history. The “8C” referenced the eight-cylinder cars designed by Vittorio Jano, which won all over the world on the racecourses of the thirties (four consecutive first places at Le Mans and three at the Mille Miglia). “Competizione” was taken from the name of the 6C 2500 that Juan Manuel Fangio drove in the 1950 Mille Miglia.

Born to synthesize and relaunch the Alfa Romeo essence, the 8C adopted technical themes dear to the marque:

- Lightness, achieved by “dual frame” construction and the use of aluminum, titanium, carbon fiber, and composite materials.
- Front to rear weight balance, achieved by employing a transaxle layout, with motor in front and a rear-mounted gearbox/final drive.
- Driving accuracy, refined with the adoption of dual-arm transverse suspension front and rear.

The 8C employed a powerful engine (4.7-liter V8, delivering 450 hp) and marked a return to rear-wheel drive, which had been absent from road models since the early 1990s. The result was a car with an optimal power-to-weight ratio, which reached 62 mph from a standstill in 4.2 seconds.



A Tribute to the History of Car Design

“It’s called 8C, and I think it’s just the most beautiful machine ever built.” This was how the host of “Top Gear” presented it. The large hood seems to bite the asphalt. The profile is soft and sinuous. A horizontal

cut joins the wheel openings, joining with the “muscle” of the rear fender. The rear window lets itself be enveloped by the “C” pillars, which extend rearward until tapering into the tail.



There are many styling references to the history of the brand. The “eyes” are those of the 33 Stradale, slightly higher than the hood line. The rear resembles that of the 1961 Giulietta SZ, the first “coda tronca” (truncated tail). The round taillights are a tribute to the Giulia TZ, another queen of the racecourse. The 8C is full of fascinating styling cues and represents *Alfa Romeo Centro Stile*’s homage to an entire historical phase of car design.

Between Creativity and Science

Starting in the 1930s, designers and coachbuilders began to study aerodynamics in an attempt to make their cars more competitive in racing. First, they incorporated the fenders, headlights, and other “external elements” into the body profile. From there they developed ever softer, connected, and streamlined profiles.

It was a challenge that stimulated the imagination of the great designers – convinced as they were that everything beautiful should also be efficient. Freeing up their creativity, they created some of the most beautiful and successful machines of the era, many of them Alfa Romeos.

The 8C Competizione took the cars of this period as a reference, and celebrated them with a richness of volume, and cleanliness of line, referencing the distinctive features of the brand.

The Alfa Romeo “Trilobo”

An Alfa Romeo in front view is unmistakable. Everyone immediately recognizes the central shield with two horizontal air intakes on the sides. This combination (perhaps the most famous "face" in the automotive world) is called the “trilobo,” and was born in the thirties.

Before then, there was little room for style. A car’s “muzzle” consisted of the radiator flanked by the lights, sometimes protected by a screen from flying gravel on the unpaved roads. But as soon as the shapes began to soften, the Alfa Romeo shield appeared – and when it became too small to cool the increasingly powerful engines, two side air intakes were added, which enthusiasts immediately nicknamed “mustaches.”



The trilobe, previously simply sketched, was officially adopted as a brand symbol beginning with the 6C 2500 Freccia d’Oro (Golden Arrow). Like all symbols, it evolved with time, taste, and fashion, but re-

mains unique and unmistakable. It was sinuous and imposing on the 1900s and became thinner on the Giulietta. It was aerodynamic and tense on the Giulia; edgy and almost perfectly equilateral in the seventies and eighties. It was minimalist and stylized in the 1990s but returned with the 156 and 8C to its natural leading role, which was retained on all subsequent models.



The Legacy of the 8C Competizione

The 8C Competizione expressed Alfa Romeo's most classic style canons and became a natural reference for all models to come, even the volume-produced MiTo and Giulietta. But it also had a sibling – the “younger sister” 4C, a small technological and sensual supercar – clearly inspired by 8C, but without the limited-edition barrier.

With the 4C, Alfa Romeo returned to the compact sports market, offering cutting-edge materials and technological solutions combined with maximum

lightness and extraordinary dynamic qualities.



4C

Alfa Romeo’s designers chose not to maximize power, but rather to contain weight – just over 2,200 lbs. in road trim, for a weight/power ratio of less than 9 lb/hp, values that guarantee maximum agility and thrilling performance.

To get to the desired lightness, polyester and fiber-glass elements are used, but the most innovative component is the monocoque frame, completely made of carbon fiber, with technology derived from Formula 1. The material, composed of unidirectional fibers, is impregnated with a special resin before being subjected to a curing process. With this treatment, the cradle can be made in a single piece, requiring no assembly and capable of achieving its structural task with a weight of only 143 lbs.



The 4C’s engine is also ultralight – a 1750-cc in-line four made entirely of aluminum which delivers 240 horsepower. To ensure optimal weight distribution it is placed in the rear transverse position. The gearbox is double dry clutch.



The suspension layout is sporty. The front has double a-arms, with coil-over shocks mounted directly to the monocoque. The rear is an evolution of the classic McPherson system. The 4C reaches a maximum speed of over 158 mph with a 0-62 speed of 4.5 seconds. 🍀

4C Reaches the End of the Line in U.S.



The 4C’s final act in the U.S. will be the 4C Spider 33 Stradale Tributo. In December, FCA announced that it will make 33 copies of this homage to the original 1967 33 Stradale available for purchase in North America. A limited number of RHD models will also be offered to Australian Alfisti. The cars will be available only in Rosso Villa d’Este Tri-Coat, a color exclusive to this model. Seats are black suede and tobacco leather. Wheels are staggered 18 and 19 inch gray-gold 5-hole alloys and the standard equipment is pretty much kitchen sink level. Most every gee-gaw available is in there. A rorty Akrapovic dual-mode center-mounted exhaust lets people know you have arrived and a plethora of plaques leave no doubt that this is a special edition. Even the carbon fiber chassis is molded with an exclusive transparent red finish. A book, produced by Alfa’s *Centro Stile* and numbered to match the car, documents the design, development, and production of the 4C. All this for about 80 large. Reservations being accepted. Let’s drive. 🍀

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 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

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

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

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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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