

# ALFANATIC

## **Come Howl at the Moon at Tom Heinrich's Sports Car Solstice Happening**

### **Cars, Fellowship, Food**

And, if you need yet another incentive to attend, this year Tom is teasing us with the promise of an exclusive viewing of a partially restored front engined Maserati.

What could make for a better evening and event!  
Bring something to grill and something to share.

**Wednesday,  
June 20, 2017  
6:00 PM**

Held in the beautiful back-lot at the  
Lift Incorporated World Headquarters  
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Glendale, WI 53209

Questions?  
Call Tom Heinrich,  
414-353-5353/office  
612-805-1179/cell  
[tom@liftinc.com](mailto:tom@liftinc.com)  
Hope to see you there!



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## Valenti Classics to Hold Second Open House

By Bob Ludwigson

Valenti Classics, Inc., a collector car restoration business, will hold an open house on Saturday, July 14, from 9-12. They are located at 9848 S57TH St. in Franklin WI. On display will be a Ferrari Testarossa, a Mustang, and a Chrysler Town and Country, all of which are undergoing restoration. Also on display will be a tow vehicle from Ray's Towing. This vehicle is especially made to handle collector cars without damage.

Valenti had a previous open house in October of last year. However, the weather was so bad, that hardly anyone showed up. The Ferrari club is also invited to attend. For more information you can call Craig Valenti at 414-421-6300.

This is an opportunity for you Alfa lovers to drive your cars and show Valenti the strength of our club.

## Register Now for Show and Glow Paddock

Club events coordinator Bob Ludwigson wants to remind you to sign up for the Show and Glow Paddock, to be held in conjunction with the Milwaukee Concours d'Elegance, Sunday, August 5, at Veterans Park. According to Show and Glow Paddock chair David Curro, registering early will increase the chances of having our cars grouped together.

This year the concours organizing committee decided to combine the club day with the invitation-only concours. The scheduling will expose our cars to a broader range of spectators and, as before, afford us access to the concours at a discounted rate. Registration costs only \$15.00 if you sign up before July 26 and buys admission for two to the concours event. Early registrants can also participate in a Saturday driving event.

[The link for the registration form is here](#) or Google the concours website. Do it now!

### 2018 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)

June 9	CAROC at Blackhawk Farms, Lapping and Touring, <a href="http://CAROC.com">CAROC.com</a>
June 13-17	SVRA <a href="#">Brickyard Vintage Racing Invitational</a> , Indianapolis, Indiana
June 14-17	WeatherTech® Chicago Region SCCA June Sprints, <a href="#">Road America</a>
June 20	<b>Tom Heinrich's Summer Solstice Sports Car Party</b> , Lift, Inc.
June 21-24	Verizon Indycar Series Kohler Grand Prix and Pirelli World Challenge, <a href="#">Road America</a>
July 13	<a href="#">2018 Millers at Milwaukee</a> Vintage Indy Car Event, The Milwaukee Mile
July 14	<b>Valenti Classics Open House</b> , 9848 South 57th Street, Franklin, Wisc.
July 19-22	The WeatherTech® International Challenge with Brian Redman, presented by Hawk, <a href="#">Road America</a>
July 24	<a href="#">Brew City Cruise Night</a> featuring Italian cars, nines American Bistro, Mequon
July 27-29	<a href="#">Concours D'Elegance of America</a> , Plymouth, Michigan
Aug 2-5	IMSA / Continental Road Race Showcase, <a href="#">Road America</a>
Aug 5	<a href="#">Show &amp; Glow Paddock at the Milwaukee Concours</a> , Veterans Park
Aug 5	<a href="#">Milwaukee Concours d'Elegance</a> , Veterans Park, Milwaukee
Aug 8-12	<b>AROC Sempreverde 2018</b> ( <a href="#">National Convention</a> ), Olympia, Washington
Aug 12	<b>ICAMS AROC-WI Italian Car and Motorcycle Show</b> , Reina International Autos, Inc.
Aug 23-25	NASCAR Trucks and Infinity Series, SCCA Pro Trans Am, <a href="#">Road America</a>
Aug 26	<a href="#">Pebble Beach Concours d'Elegance</a> , Carmel, California
Aug 26	<a href="#">Geneva Concours D'Elegance</a> , Geneva, Illinois
Sept 14-16	Ariens Art on Wheels Weekend, Featuring the VSCDA Elkhart Lake Vintage Festival®, <a href="#">Road America</a>
February 9-18, 2019	Chicago Auto Show, McCormick Place, Chicago
March 8-10, 2019	<a href="#">Amelia Island Concours d'Elegance</a> , Amelia Island, Florida

**Briefs**

**Donald Osborne Returns to the Milwaukee Concours d’Elegance**

Noted appraiser, author, and TV personality Donald Osborne returns to the Milwaukee Concours d’Elegance in the role of



Celebrity Judge and commentator.

Osborne is an accredited appraiser and has written for many automotive publications. He appears regularly in a segment of the TV show *Jay Leno’s Garage*.

Significant for club members is his expressed love for all things Italian.

He has owned a number of Italian collector cars and presently is the custodian of a 1900 Super Sedan. His daily driver is a new Giulia Ti.

Osborne recently authored *Stile Transatlantico / Transatlantic Style: A Romance of Chrome and Fins* which details the story of the creative exchange between Italy and America in mid-century automotive design.

The Milwaukee Concours d’Elegance will be held Sunday, August 5, at Veterans Park. See the note on page 2 for information on registering your Alfa for the Show and Glow Paddock

**Marchione Unveils New Five-Year Plan**

*8C supercar and GTV planned*

Product and market expansion, electrification, connectivity, and DNA were the themes of the five-year Alfa Romeo product plan exposed at the FCA capital-markets day held June 1 in Balocco.

Leading the projections designed to make enthusiasts salivate are the upcoming GTV (a 600 hp, e-boosted coupe version of the Giulia) and an 8C super car with design targets of 700 hp and a sub-three second 0-60. The GTV is on the near horizon, the 8C probably four years away.

Also in the expanded model mix are a compact utility vehicle to compete with the BMW X1, Audi Q3, and Mercedes GLA, and a larger three-row SUV to compete at the larger end of the market. Long wheelbase models of the Giulia and Stelvio are also planned to flesh out the marque’s luxury segment offerings.

You can expect to see the expansion of electrification, including hybrids, plug-ins, and “e-boost” technology in all future offerings. But remember, all this depends on a continuing robust economy as all plans are subject to change. 🍀

**Sauber-Alfa F1 Box Score**

Race	LEC	ERI	Const. Pts
Australia	13	DNF	0
Bahrain	12	9	2
China	19	16	0
Azerbaijan	6	11	8
Spain	10	13	1
Monaco	18/DNF	11	0
Tot. Pts.	9	2	11

**Alfa Monthly Sales Results**

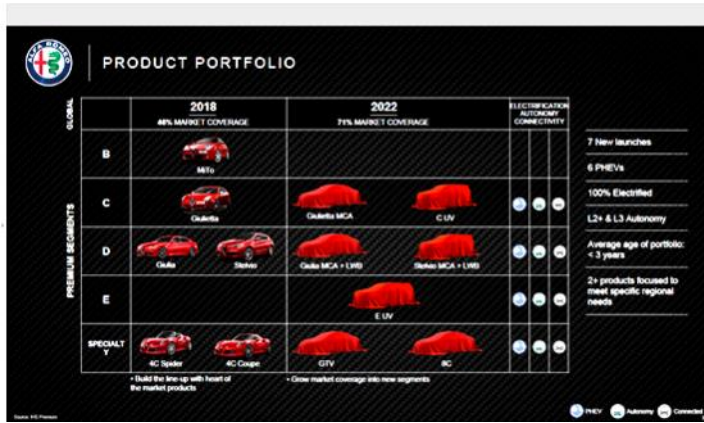
	May	YTD	vs 2017
Giulia	1,175	5,382	117%
Stelvio	1,183	4,538	New
4C	19	95	-57%
Total	2,337	10,016	271%

**Links You’ll Like**

Donald Osborne (see above left) answers some often-asked questions about your car’s value in this *Autoweek* article: <http://autoweek.com/article/classic-cars/donald-osborne-value-your-car>

Interested in who else owns a car like yours? There are several registers out there that can help you. One that covers most mainly-U.S. Giuliettas and Giulias, the kinds many of us own, is here: <http://www.classicalfaromeoregistry.com/home>





Graphic of Alfa Romeo 5-year product plan showing seven new offerings

**Other Tidbits from the FCA Capital-Markets Day**

Maserati is planning to finally introduce the Alfieri, the stunning concept that was introduced in 2014.



The Alfieri concept as seen in 2014

Under the skin, Maserati is planning what it calls the first luxury EV coupe. The aluminum space frame will house an electric all wheel drive system good for 180 mph, with a sub-two second 0-60 time. A cabriolet version will also be offered.

Maserati’s future will be electric. Diesels will be phased out and at least four new offerings (the Alfieri coupe and cabriolet, plus a new Quattroporte and Levante) will be electrified in some or all versions.

Chrysler and Fiat did not make presentations, leading industry pundits to suggest that these brands won’t be getting that much attention in the future. In the days before the presentation, at least one writer projected that Fiat would withdraw from the U.S and Chrysler products would be confined to North America. No such announcements were made, however.

**Local Club News**

AROC-WI members **Tom and Pam Heinrich** recently returned from the AROC Tour of Italy, sponsored by the national organization. This is the second year this popular car-oriented tour has been offered. There were stops in Brescia for the start of the Mille Miglia, Maranello for the Ferrari museum, and Arese for the Museo Alfa Romeo, plus a host of other equally interesting venues. Judging from the Facebook postings of some attendees, food also played a major role in the enjoyment of the visits.

Tom has promised us a full report, with pictures, soon. (No pressure, Tom.) If you can’t wait for the written report, perhaps Tom will spin some tales when he hosts his Sportscar Solstice party later this month.

**New Members.** Welcome to **Kim Pittman** of Glenview, Illinois, and **Kenneth Plumb** of Rubicon, Wisconsin. Both joined us in April. Kim holds a dual membership in both the Chicago and the Wisconsin clubs and looks after a 1991 Spider. Kenneth didn’t list a car in his application, but I’m sure if he doesn’t own an Alfa, he’ll probably have one soon.

**Other Marques**

Think the Amphicar was the first of its kind? Think again! Gary Schommer sent along these undated vintage photos of two of the boat/car’s precursors. Would you like to venture out into Lake Michigan in one of these?



## New Glarus Hillclimb Shines on a Beautiful May Day

By Bob Ludwigson



*Bob Joynt's XK150 starts its run.*

The sun shone down as the cars lined up for their run up the .7 mile-long hill on Kubly Road. Officially called Das Kurze Klausenrennen, meaning "The small hillclimb," the event was held on May 5 in the southwestern Wisconsin town of New Glarus.

This event marked the 30<sup>th</sup> running of the hillclimb, and as in the past it was a charity event. A total of \$1,400 was collected and turned over to the New Glarus High School baseball team.



*Cars await Saturday's tech inspection.*

A total of 30 cars were registered for the event, sponsored by the Wisconsin chapter of AROC and the Vintage Sportscar Club of Chicago. A total of 11 Alfas were entered and 7 of those were from the Wisconsin club. Among these were Tom Schmock's 1963 2600 Spider and Mike Besch's 1988 Spider. Aaron Anding brought his 1966 Fiat 1500.

There were also some other very notable cars. These included a 1926 type 37 Bugatti run by Tedd Zam-

jahn, Robert Ritholz's 1933 Morgan Plus 4, and a 1964 Ferrari GTB/4 run by Kevin Caulfield.



*Alfas queued at the start.*

In order to provide a safe and enjoyable event for all participants, numerous safety features were implemented. First thing on Saturday morning was a tech inspection of all the cars prior to running up the hill. The inspection included checking for seatbelts, a securely fastened battery, good suspension components, and a generally tidy appearance. A racing helmet was also recommended. A drivers' meeting describing the course was also held prior to making runs up the hill.

The course had been strung with telephone cables so that those running the start could communicate with those in the middle and end of the course. This insured that each car finished the course before another started, as well as alerting the starting personnel about any "locals" mistakenly entering the course. Our own Steve Wirtz manned the equipment at the starting line. As usual, the event ran trouble-free.

To begin the evening, the President's Reception was held at the Chalet Landhaus. After the reception, dinner was served at the New Glarus Hotel. During the evening dinner, Jim Fuchs was honored as he turned over the management of the hillclimb to Kevin Caulfield. Jim has run the event for the last 18 years.

As a first time participant of the event, I thoroughly enjoyed my time and learned a few things that my Alfa can do. I will be back next year! 🍀





## Passing the Torch



*Long-time New Glarus event coordinator Jim Fuchs (r) hands over responsibility to Kervin Caulfield, son of Tom Caulfield, the hill climb's founder*

*Editor's note: The following email is from Jim Fuchs to AROC-WI members Gary Schommer, Tom Schmock, and Mark Thompson in thanks for their long-term support of the New Glarus event.*

Dear Tom, Mark and Gary,

My sincere "Thank You" for all your great efforts to ensure another great New Glarus Hill Climb in this the 30th year of the event!

Thanks to each of you everything went smoothly from the timing, communication, road closing, coordination with Dale to make sure safety was "priority one", getting the road clear of a lot of the "left over" winter debris, and the drivers' safety meeting!

It takes a lot of effort prior to the event with obtaining the permits/permission (at least four that I am aware of), insurance, dash plaques, making sure the timing and phone systems work, as well as coordinating everything with the hotel reservations, dinner reservations and door prizes.

Thank you to each of you for always making this one of the best automotive events of the year for both the AROC of Wisconsin members and the VSC members!

I shall always be indebted and grateful to each of you for all this effort you do so well each and every year to allow us to celebrate 30 Wonderful Years of the New Glarus Hill Climb!

Forever Grateful,

Jim Fuchs

P.S: This also marked another Great Year for the New Glarus Little League as this year we raised \$1,400.00 for their summer activities (Brilliant idea Mr. Tom Caulfield!)



*Reporter and first-time attendee Bob Ludwigson tests the course in his Giulietta.*





## More New Glarus Pics

*Courtesy of Gary Schommer*



*Volunteers operate the famous "Take-Up Reel Device" during tear-down.*



*American Iron - Michael Hackworthy's Hudson Hornet and Bob Lederer's Chrysler*



*Tom Schmock's 2600 Spider*



*Hill climb regular Robert Ritholz and his Morgan*



*Tom Moore and his sharp '49 MG TC*



## Even More New Glarus Pics

*Thanks to Michael Besch for these*





## Alfas at Auction - Monaco

By Bob Abhalter

The Monaco Historic Grand Prix is a biennial event held two weeks before the Formula 1 weekend. It alternates with the Formula E race which runs silently through the streets in the odd years. The Historic Grand Prix not surprisingly has spawned several collector car auctions as part of the weekend's festivities. This year Bonhams, Coys, and RM Sotheby's staged the Friday and Saturday, May 11 and 12, auctions. (All auction prices in this report are hammer prices. Each house adds a different buyer's commission, usually between 10 and 15%.)

### Coys

British auction house Coys bills itself as the "only authentic auction in Monaco on May 11" since its Friday competitor, Bonhams, holds its auction in France just outside the principality.

Coys offered three Alfa lots. The first was a **1969 Alfa Berlina**, white with brown upholstery. It was once owned by Monaco's Prince Ranier, then passed on to his son Prince Albert. The current owner was set on milking that celebrity provenance. Amazingly, the \$31,330 high bid was not enough to move the car on. The consignor was looking for something more like \$48,000—a bit of a stretch, I'd say.

A 1948 **6C2500 S Pinin Farina cabriolet**, #916009, in maroon with tan upholstery claimed a 40-year first ownership and a 1987 restoration. It sold for \$286,000 after brief but brisk bidding. It had been in the consignor's ownership only since RM Sotheby's February 2017 Paris Retromobile auction where it was purchased for \$238,896, all in.

While it's common to see 2600 Sprint Coupes at auction, it's rare for a competition-prepared Sprint to be offered. This red **1965 2600 Sprint Coupe**, AR 826029, was lowered and fitted with a roll bar, racing seats, and DCOE50 Webers. It was said to have been campaigned in various racing series including the historic Targa Florio. The no-reserve auction brought \$40,529.

### Bonhams

The Bonhams May 11 auction offered three Alfas. First up was a **1963 1600 Sprint Coupe** in baby blue. There was little to find fault with in this concours-level restoration, said to have been completed in 2016. All shut lines were good and the seats were tastefully

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*Tidy Sprint Interior*

the high bid was \$69,890, so no sale.

Next was a **1953 Corto Gara Stradale Coupe**, AR1900C 01420. This cobalt blue Touring-bodied coupe is quite rare, being only one of 11 lightened competition coupes and one of three Stradales (road cars) produced in the series. Both race and road cars were intended for competition, using some lightweight panels and plexiglass windows. The road cars added bumpers and some additional creature comforts not found in the pure racing cars. Both track and street versions had tuned engines. This car was sold originally to Switzerland, then went to Sweden where subsequently it was found in barn-find condition by a German race driver. The original engine was missing at that time.



*Street version of a racing 1900 coupe*

The unrestored car was sold again in 1989 but the new owner didn't undertake a restoration until 1993. While the car was in process at a Bolognese restorer,

trimmed in a crème white with black piping. The gray carpets showed no wear. A Nardi wheel and period-correct Becker radio completed the interior. The engine compartment was tidy and seemed correct and original.

This Sprint was offered in January of 2016 by Coys at its Autosport International sale and sold for \$71,538. This time

a French enthusiast saw and purchased the car. The unfinished car was shipped to France where it remained until 2007 when the owner commissioned the three-year-long completion of the restoration using a period correct engine tuned by an Italian specialist. The restoration's completion was claimed to cost \$31,500.

The coupe then appeared at the RM Monaco auction in May of 2012, selling for \$311,836. It was described as "perfect" then and looked just as good at present, showing only minor wear and tear. The sale price was \$494,067, a reasonable reward for only six years of custodianship.

The third from last lot of the auction was a **1964 Giulia Spider Veloce**, AR390210. Originally a California car, it sported an older restoration. It was imported to Britain in 1995, after which the seats were reupholstered and the top replaced. The Alfa red car had black seats. The body appeared to be in generally decent shape and the engine compartment appeared correct and clean. There were some signs of wear in the interior and the recovered dash pad looked like it was coming loose at the lip. The "1600 Veloce" script on the trunk lid was present but incorrectly positioned. The Spider was last auctioned by Bonhams in Paris, February 2, 2012, for \$55,563. This time the car sold for \$87,834. Once again, not a bad return on investment for the consignor.



*1964 Giulia Spider Veloce*

### RM Sotheby's

RM Sotheby's May 12 Monaco auction featured five Alfas, the first being a **2008 8C Competizione** in competition red mica with black interior and red seats. Offered by a Kuwaiti owner, it has clocked only 3,100 km (1,926 miles) in its ten years. A recent service and oil change is claimed. The sale included two matching suitcases.



It's rare to find an 8C that has been used for its intended purpose, and this one is no exception. It looks as though it has rarely left its climate-controlled garage. It seems sad that these instant collectibles (only 500 examples) are hardly ever exercised. It sold for \$228,950, just below the low auction estimate.



*8C Competizione with luggage*

Later in the auction a **2010 8C Spider**, also one of 500 and with only about double the miles (4,400) on the odometer, was offered. The white (bianco madreperla) car had maroon upholstery and appeared clinically clean and tidy. The only apparent “defect” was some water spotting seen on a close-up of one of the alloy wheels. Once again, a sad case of a wonderful car going unused. Although this Spider carried the same auction estimate as the coupe (\$241,000 – 301,250) the car did not sell. Wrong color? Too many miles? Hard to say.



*8C Spider didn't sell*

The vintage **1933 6C1900 Gran Turismo Spider** #121315124 on offer sent me to my library for some research as I wasn't familiar with the model. I found



*Rarely seen 6C1900*

that the 1900 series was the ultimate iteration of the line that began with the famous Jano-designed 6C1500 and continued through the more familiar 6C1750. The larger-displacement engine was equipped with an aluminum cylinder head and the chassis rails and crossmembers were fully boxed, similar to the following year's 6C2300 models. According to Wikipedia, horsepower was 68 bhp at 4,500 rpm, enabling a top speed of 81 mph. Only 197 examples were produced, all with a 115-inch wheelbase.

This particular example was originally delivered with a rather staid and upright sedan body by Touring. The car was originally sold in Italy where it stayed until 1962. It was then sold on to Belgium, went to the U.S., then went back to Belgium. In the 1980s a restoration was begun which included replacing the original body with one created by British coachbuilder Neal Twyman after a design by Touring. The engine and mechanicals were rebuilt, and a supercharger added at the time.

The overall condition of the blue spider with its black upholstery suggests a running, driving, event car rather than a concours object. Unlike the modern-day 8Cs discussed above, this valuable car has been used as intended. There is plenty of patina visible on the trim, interior, and engine compartment but the body still looks pretty sharp. The Spider sold for \$554,300 to an online bidder. If it were original, my guess is that this 6C would be worth much more.

A rare bird, indeed, the sparkling white **1959 Giulietta Sprint Speciale Low Nose**, AR10120 00068, offered by RM Sotheby's appeared to be almost perfect. The first 101 or so Sprint Speciales had a distinctive lowered nose and lacked front bumpers—a transition from the even more radical B.A.T-

## Classifieds

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

### For Sale

#### 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)

### Wanted

Good used windshield for a 1967-1969 Alfa Spider (roundtail). Must be from an early Spider. Later windshields are different. Call Bob at 270-564-2821 or mail: [rabhalter@att.net](mailto:rabhalter@att.net)

## There's Plenty of Room for Your Classified Here

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*SS low-nose sold high*

descended prototype to the more numerous regular-production models.

According to the auction write-up, the car had several owners from new before being acquired by an Italian collector who placed the SS into storage in 1965, where it remained until 2014. The car was purchased out of storage and sent for a restoration that was completed in April 2018. According to the odometer, the car has not been used since.

Judging from the photos, this SS is nearly perfect. The brown leather upholstery looks wonderful. The open-faced glove box lacks a liner. Oddly, there is a picture in the folio of a tool roll and jack. The tools are rusty and the jack somehow escaped restoration. Maybe the restorer decided to leave them as a reminder of the car's former condition.

Bidding on this gem started at €200,000 (\$241,000) and quickly advanced to its \$554,000 selling price. An online bidder won out over several bidders in the room and on the telephones.

Moving from one of the first Sprint Speciales to one of the last, RM Sotheby's offered a **1965 Giulia SS**, AR381248. Although there was no mention of any restoration, it is possible the car was at least repainted and reupholstered at some time in its life. The silver finish showed well in the auction photos, as did the red seats. The emblems, trim, and gauges carried the patina of originality. Engine and transmission were recently rebuilt. This example sold for \$108,450, once again to an online bidder.

Question: which SS would you have? Would it be the 1965 Giulia for \$108,450 or the 1959 Giulietta at a premium of \$445,550 over the Giulia? Discuss.





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

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