

ALFANATIC

2018 FALL COLOR TOUR

Saturday, October 27

Enjoy a relaxing and colorful Saturday drive through the beautiful Southern Kettle Moraine. This is a low key event. It is not a rally and although there may be some questions, there are no trick questions. You can even bring a GPS if you wish. Sufficient time is provided to stop for photos, stretch your legs, and visit some of the shops in Hartford before joining us for lunch at the Mine Shaft Restaurant.

Departures starting at 9:45 AM from Holy Hill Church, lower parking lot: <http://www.holyhill.com/index.php/basilica/hours-and-directions> Holy Hill is located at 1525 Carmel Road, Hubertus. Enter off of Hwy 167 (Holy Hill Road) between Hwy CC (Augustine Rd.) and Hwy. K. Arrive early to tour the Church and grounds on you own or come early just to engage in conversation before the start of the tour. Departures will be spaced 3 to 5 minutes apart. Directions and a map will be provided.

Finish at the Mine Shaft Restaurant in Hartford ---- no later than 12:30 pm: www.mineshaftrestaurant.com We'll share the highlights of the day and continue Alfa-talk over lunch. Lunch is at 12:30 pm. The Mine Shaft is located at 22 North Main Street, Hartford, (NE corner of Hwy 60 and Hwy 83). Parking lot is in the rear.

After lunch, join us at the Wisconsin Auto Museum <https://wisconsinautomuseum.com/visit-explore/> Located at 147 N Rural Street in Hartford, it is Wisconsin's largest auto museum. It features an ever-changing display of classic and vintage autos and artifacts (including a 1900 Series Alfa engine donated by George Meikrantz) plus the largest assembled group of Hartford-built Kissel luxury automobiles.

Please contact Gary Schommer at alfaman@wi.rr.com or text 414-418-0879 if you plan to attend so he can prepare sufficient sets of directions and maps. Also let him know if you plan to tour the auto museum. Normal admission is \$10 (\$9 age 62+) but there is a discount for groups of 10 or more when scheduled in advance.

Running late or lost? ---- Contact Gary Schommer at 414-418-0879 (mobile)



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Cars Gather at End of Year Social

By Bob Ludwigson



On Sunday, September 16, Bill Hall invited the Alfa club to join other exhibitors in a last opportunity to show their cars. The event was held at the Black Dog Bistro, east of Elkhart Lake, Wisconsin. In an interview with Bill, he said that this is his end of year thing, scheduled to coincide with the Fall Vintage Festival held at Road America.

Approximately 28 cars showed up, and the Alfa club was well represented with 6 members present. Other interesting cars included a Morgan and numerous other British makes, as well as Detroit iron. Your writer joined with the Wirtz's in sitting outside and dodging the mosquitoes. Most everybody else was inside at the bar, watching the Green Bay Packers battle to a tie with the Minnesota Vikings.



It was a warm late summer day and for me a great drive up to Elkhart Lake. 🍀

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

- October 27** **AROC-WI Fall Color Tour, Holy Hill, Hubertus, Wisc.**
- February 9-18, 2019 [Chicago Auto Show](#), McCormick Place, Chicago
- March 8-10, 2019 [Amelia Island Concours d'Elegance](#), Amelia Island, Florida
- May 12-22, 2019 [3d Annual AROC Goes To Italy Tour](#)
- June 20-23, 2019 Road America Indy Cars Race,
- July 13-15, 2019** **AROC Pre-Convention Tours, Pittsburgh, Pennsylvania**
- July 16-21, 2019** **AROC National Convention, Pittsburgh, Pennsylvania**
- August 4, 2019 (T) Milwaukee Concours d'Elegance, Veterans Park, Milwaukee
- August 11, 2019 (T)** **AROC-WI 22nd Annual Italian Car and Motorcycle Show**
- August 18, 2019 [Pebble Beach Concours d'Elegance](#), Carmel, California
- August 25, 2019(T) Geneva Concours d'Elegance, Geneva, Illinois
- July 20-26, 2020** **AROC National Convention, Colorado Springs, Colorado**

Briefs

Dates and Locations Confirmed for 2019, 2020 AROC National Conventions

As previously reported, the 2019 AROC National Convention, dubbed the *Cortile Della Corsa*, will be hosted by the Three Rivers Alfisti in Pittsburgh, Pennsylvania, July 15-21, 2019. The event will overlap the well-established Pittsburgh Vintage Grand Prix whose events are scheduled for July 7-21, so there will be plenty to do and see. Watch the *Alfa Owner* for further information on events and registration. Start making plans to attend.

The 2020 National Convention will be held in Colorado Springs, Colorado, July 20-26, 2020. It has been some time since the convention has visited Colorado and we're looking forward to its making a return. The scenery is breathtaking and there are plenty of Alfa roads. What could be better? Mark your calendars.

Musical Chairs at Ferrari, Sauber

In a surprising switch, beginning in 2019 Ferrari F1 driver Kimi Raikkonen will change seats with Sauber driver Charles Leclerc. It was previously rumored that Leclerc, who was a favorite of the late Sergio Marchionne had already signed a contract to drive for Ferrari, leaving them with an embarrassment of riches. Raikkonen's strong performance this year left Ferrari with an awkward choice—whether to stay with a proven veteran or make a place for a rising star. Raikkonen's willingness to accept a seat at Sauber, where he began his F1 career in 2001, solved that problem.

Joining Kimi at Sauber will be Antonio Giovinazzi, presently Ferrari's reserve driver. Giovinazzi has had limited F1 exposure, having filled in for an injured Pascal Wehrlein for two 2017 races in a Sauber-Mercedes.

According to ESPN.com Giovinazzi, with his two appearances in 2017, became the first Italian driver in F1 since Vitantonio Liuzzi and Jarno Trulli contested the 2011 season. He drove a Ferrari GT at this year's LeMans 24 hour race and came second to Pierre Gasly in the 2016 GP2 championship.

Sauber's other current driver, Marcus Ericsson, will assume duties as backup driver and brand ambassador for the Alfa-sponsored Sauber team next year.



Sauber-Alfa F1 Box Score

Race	LEC	ERI	Const. Pts
Australia	13th	DNF	0
Bahrain	12	9	2
China	19	16	0
Azerbaijan	6	11	8
Spain	10	13	1
Monaco	18/DNF	11	0
Canada	10	15	1
France	10	13	1
Austria	9	10	3
England	DNF	DNF	0
Germany	15	9	2
Hungary	DNF	15	0
Belgium	DNF	10	1
Italy	11	15	0
Singapore	9	11	2
Russia	7	13	6
Japan	DNF	12	0
Tot. Pts.	21	6	27

Alfa Monthly Sales Results

	September	YTD	vs 2017
Giulia	756	8,933	39%
Stelvio	864	9,044	1329%
4C	19	183	-41%
Total	1,639	18,160	147%

Links You'll Like

The Comer Collection

In addition to his commercial website, <https://colinsclassicauto.com/>, Colin showcases his personal cars at *The Comer Collection*, <https://thecomercollection.com/>. In addition to the Alfa content, Colin's collection is, unsurprisingly, Shelby-heavy. Each car is presented with a concise description and professional photos. Enjoy

Stelvio Flambé?

FCA recalls Giulias, Stelvios for fire risk

According to Alfaclub.it and other outlets, FCA last week issued a recall for 34,359 units of U.S.-delivered Giulias and Stelvios to address the risk of catalytic converter overheating which could result in engine fires. The defect may evidence itself in the appearance of a check engine light, sudden loss of power, or perhaps just a cloud of smoke from under the hood. So far, two engine fires have been reported. If you are the lucky owner of a Quadrifoglio version, you have nothing to worry about, as the V-6 versions don't have this problem. The company states that the problem is usually imperceptible to the driver and happens infrequently.

The problem will be addressed by making changes in the engine control software, the typical modern-day solution for almost every problem. Perhaps one percent of the vehicles will require the replacement of the catalytic converter—at FCA's expense, of course. Check your mailbox or call Alfa Romeo customer care if you just can't wait.



105 Series Documented in New Book Series

Lately, I've noticed publicity for a new series of books detailing 105-series Alfas. The six books, authored by Patrick Dasse and published in Ger-

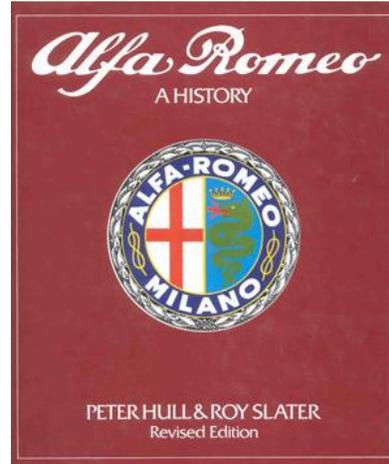
many by Dingwort Verlag cover the Giulia Sedan, Giulia GTs, the Spider, the Montreal, and the Junior Zagato, each in its own volume. An additional volume covers the Arese factory. Each book details its specific model with period photos, many never seen before, according to the descriptions I've read. The series is touted as the ultimate 105 Alfa reference.

The set isn't cheap. Classic Alfa will sell you the six volumes for \$637.00. Single books are individually priced from around \$71.00 to \$140.00, depending on the size of the volume. They are dual language books, with text in both German and English. You can buy them through Classic Alfa, Alfaholics, or direct from the publisher at <https://dingwort-verlag.de/en>. Auto-books-aerobooks.com a U.S. outlet. I'd love to hear from anyone who has seen a volume in the flesh. Write us a brief report.

Good Reads

Want to expand your automotive library but don't know where to start? Below are links to two articles discussing the best resources available for serious Alfisti and automotive generalists.

[Hull, Slater and the Best Damn Alfa Book Ever Written](#), by Pete Vack for VeloceToday.com discusses *Alfa Romeo, A History*, by Peter Hull and Roy Slater.



Vack hails the book as the best and most detailed history of the company available, particularly the pre-war era. The work went through three editions from its original publication in 1964, to the third in 1982. Now out of print, used copies are dear, fetching north of \$700 on Amazon.com. I'm glad I bought my

copy when it was still in print.

[Syllabus For The Inquisitive Enthusiast and Aspiring Young Automotive Journalist](#), written by Mark Ewing for Forbes.com, compiles a list of automotive



references, histories, and biographies various acknowledged automotive enthusiasts and writers have on their bookshelves. Some titles are readily available. Others, like the Fusi Alfa Romeo reference, are out of print and will be expensive to acquire. If you want to build your automotive library, you could do worse than to follow the author's recommendations.



From *Car & Driver*, September 2018

Our Alfa Romeo Giulia Quadrifoglio at 10,000 Miles Has Spent a Month in the Shop

When we have it, we love driving it. We just wish we had it more.

BY DANIEL PUND



WHAT WE LIKE: What we like is driving the Giulia Quadrifoglio, something we're doing a lot less of than we would prefer. More on that below. When our Alfa Romeo is up and running, there are few sedans on the market that can match its emotional engagement and its visceral appeal. Heck, there aren't many vehicles of any configuration that offer the Giulia QF's single-minded sporting focus. That it delivers those thrills while offering the size and ride quality to comfortably accommodate several full-size humans is impressive. Among its strongest draws: Light, quick, and high-fidelity steering that makes this sedan feel as if it's shrink-wrapped around your body. A beguiling engine note with a trombone-undertone blat. The ZF eight-speed automatic that snaps off shifts like the best dual-clutch gearboxes.

WHAT WE DON'T LIKE: What we don't like is driving a loaner Chrysler 300 for a month while our Alfa is in the shop. But again, more on that below. Even when the Alfa is running properly, it's not perfect. We have yet to find a driver who likes this car's brake-pedal feel. Stomp on the pedal during aggressive driving and the Giulia delivers impressive stopping force and no complaints. Unfortunately, most of the time we spend in the car is at a more moderate pace, where it's almost impossible to modulate braking force as you go about your daily commute. It requires serious focus just to achieve an only moderately jerky stop. Passengers begin quietly judging you. Also, the hyper-aggressive Pirelli P Zero Corsa summer tires (treadwear rating: 60) don't much like rain. On one memorable commute over a freshly paved section of expressway in moderate rain, the Giulia got "very spooky in a straight line, as if it was on marbles." On a dry skidpad, they deliver an impressive 0.98 g of stick, though.

WHAT WENT WRONG: Okay, here we go. So, our couple of bouts with electronic-throttle and check-engine lights, which we addressed in the introduction story for the Giulia, appear to have been solved. Our dealer replaced the fuel pump under warranty at 5040 miles, and we haven't had that problem since. That's the good news. The bad news is that when we took the Giulia in for its first regular service (oil change and routine inspections) at

10,021 miles, we ended up leaving it there for a month. We'd been hearing some whining from our car's rear end and asked the dealership techs to check it out. They diagnosed the sound as bearing noise from the differential. Okay. The solution, after the dealer consulted with Alfa corporate support, was to replace the whole diff. But it would have to be ordered. Further delaying the dealership (and us) was that it has only one Alfa Romeo technician, and he is apparently a very busy man. We called around to other area dealers to see if we could sneak in for quicker service elsewhere. No dice; all booked up. So, we waited and made jokes about our white Chrysler 300 loaner that were not just unfunny but also sad. The Giulia was out of commission from July 10 to August 10, a full month during prime driving season. As much as we love to drive the Giulia QF, this—combined with the earlier lengthy dealership stays—is really inexcusable for a modern car. By the way, that 10K service cost \$169; the diff was covered under warranty at no cost.

Also, a few thousand miles before the diff debacle, we noticed a bubbled sidewall on the right-front tire. A fresh Pirelli tire set us back \$275. Sometime later, a rock strike cracked the windshield. A new one cost us \$1209.

WHERE WE WENT: To the dealer, of course. But in the glory days between the fuel-pump replacement and the differential replacement, we managed to sneak in a trip to Virginia International Raceway for our annual Lightning Lap event (no, we didn't lap the Giulia). Otherwise, we've been staying pretty close to home. Our confidence in our kick-ass sports sedan is, predictably, a little shaken. We're going to try to trust again, but it might take some time.

Months in Fleet: 5 months **Current Mileage:** 11,204 miles

Average Fuel Economy: 19 mpg

Fuel Tank Size: 15.3 gal **Observed Fuel Range:** 290 miles

Service: \$169 **Normal Wear:** \$0 **Repair:** \$0

Damage and Destruction: \$1,484



Classifieds

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

For Sale

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

Wanted

Your free classified ads! Let me know.

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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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CLUB MEMBERSHIP is \$68 per year and includes both national and local memberships. Renewals or new memberships may be sent directly to the National Office or visit <http://www.aroc-usa.org/membership/>.

