

ALFANATIC



Color Tour Photos

Gary Schommer led this Fall's color tour on October 27. The timing was right and the weather favorable for this annual late fall outing. After lunch, The Wisconsin Automotive Museum held some interesting exhibits. Full report inside.



Tom Heinrich and his GTV6 at the Wisconsin Automotive Museum



Some of the more unusual farm animals seen enroute



Bob Ludwigson exercised his Giulietta.



← This cast iron 1900 or 2-liter Alfa engine from 1958 was donated to the museum by the late George Meikrantz, a long-time club AROC-WI member.



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Visiting the Wisconsin Automotive Museum



Not Alfas, But Definitely from Wisconsin

These Kissels are examples of the 25 exhibited at the museum. Kissels were produced in Hartford, Wisconsin, from 1906-1931, making them the second-longest lived automobile manufacturer in Wisconsin, after Nash/AMC. The museum's collection is claimed to be the largest assembled group of Kissels extant. Of the more than 32,000 produced only 200 are known to have survived.

The yellow car above is a 1921 Gold Bug, one of the more sporty models produced in Hartford. Kissels were premium priced and Gold Bugs were owned by celebrities of the day, including Charlie Chaplin, Al Jolson, Mary Pickford, Douglas Fairbanks Sr., Amelia Earhart, Fatty Arbuckle, and Randolph Hearst. Each Kissel was road tested for 15 hours or more on the hilly terrain around Hartford and Holy Hill.

The 1926 Kissel fire truck is an example of the commercial vehicles produced in the Hartford factory.

The museum is also the home of the Nash Car Club of America and has a nice collection of the Kenosha company's products. If you couldn't make the color tour, perhaps a visit to the museum would be a good weekend diversion. [Wisconsin Automotive Museum](#), 147 N. Rural Street, Hartford, Wisconsin

Thanks to Gary Schommer for the photos and background on Kissel.

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

- 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**

Great Scenery Enjoyed on the Fall Color Tour

By Bob Ludwigson (photos by the author)

On a cloudy but bright Saturday, AROC-Wisconsin held its Fall Color Tour. The route wound for over 60 miles through Washington and Dodge counties, providing plenty of scenery and roads for enthusiastic driving.



Participants gather at Holy Hill.

The route started at the Holy Hill parking lot and then wound through parts of Monches. An interesting stop was at Monches Farm where all sorts of fall items and various art pieces could be purchased. A few



turns later brought us over Hogsback Road. This road follows the



Monches Farm (above) and Neosho Co-op



Farm scene along the route

ridge of a hogback, which is a glacial term defining a winding ridge formed when a crack developed in the glacier and then filled up with debris.

Once into Dodge County, the route passed through the village of Neosho. The town happens to have one of the few gas stations that sell high test gas without any alcohol. Of more interest to me and my wife Frankie was the Neosho Co-op. This store is a consignment shop that served light refreshments. The shop provided a good pause in the tour.

The route passed mostly through farmland that contained some large barns and other farm structures. We ended up at the Mineshaft Restaurant in Hartford. A side attraction was a visit to the Wisconsin Automotive Museum where a Kissel Gold Bug was on view.

Participants in the tour included me and my wife, Tom Heinrich with his beautiful 1986 GTV6, and of course Gary Schommer. I would like to thank Gary for all the work he put into the tour to make it so interesting. It was too bad that all his fine work was enjoyed by so few people.



Lunch group at The Mine Shaft

Briefs**Stradale Fever**

Ever wish you had the means to own one of the beautiful and nearly unobtainable Tipo 33 Stradales? The car that many think is one of the best looking cars of the sixties, or ever?

If you don't have the requisite millions required to obtain a real one, perhaps you could build one. If you're interested, Classic Alfa can help. Owner Richard Norris is offering a body kit, consisting of a complete set of panels, including a custom, laminated windscreen and Perspex side and rear windows.

The composite panels are being produced from molds made by copying an aluminum Stradale Prototyp body that one of Norris's U.K. customers commissioned for his use. That body was produced in Italy on the same bucks as the original. The resultant body kit is faithful in shape and proportion to the original. Since they are based on being the Stradale prototype, they differ in some details from the production models.



Semi-finished example on a Chevron race chassis

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
USA	DNF	10	1
Mexico	7	9	8
Tot. Pts.	28	9	28

Alfa Monthly Sales Results

	October	YTD	vs 2017
Giulia	801	9,734	36%
Stelvio	902	9,946	832%
4C	34	217	-39%
Total	1,639	18,160	133%

Links You'll Like

To learn more about the Classic Alfa 33 Stradale project visit their website ClassicAlfa.com

The plan is to produce 33 sets of panels over the next three years. Delivered price outside the EU is £16,625 - about \$21,678. Two cars have been built and three sets are now in stock. Production rate is estimated to be ten to twelve per year and you can reserve a future set with a 35% deposit.



Of course you will need a chassis, too, and running gear. Classic Alfa can help you with that also or you can go it on your own. It sounds like quite an adventure, perhaps only a little more complicated than putting together a Superformance Cobra kit. 

Wheeler Dealers Rescues a 164

This season, the automobile-rehab show Wheeler Dealers bought a 1991 Alfa 164 to fix up and resell. The show once again established that rehabbing low-end specialty vehicles doesn't often make economic sense unless you are an enthusiastic do-it-yourselfer.



The example that show host Mike Brewer found had been generally well cared for. It was cosmetically very good but had some significant needs as the result of deferred maintenance. Co-host Ant Anstead, the guy in charge of the mechanical work, after spending an overly long time dissing the 164's looks, delivered a much-condensed summary of a comprehensive engine-out service of the car's mechanics. Anyone who has spent a weekend crawling into the passenger-side wheel well to change a timing belt can understand the access advantages afforded by dropping the whole engine out of the car for service.



The result was a running, driving 164, presumably needing nothing for the next 35,000 miles or so, that Mike sold on to a 164 enthusiast who had run his last one into the ground. The buyer got a flat-out bargain at the \$7,000 purchase price as the team spent roughly \$5,200 for the car and the parts to fix it, not counting the 36 hours of labor required. At typical shop rates, this car would owe the team roughly \$8,000 to \$9,000. This should explain why good 164s aren't seen much outside of their dedicated circle of do-it-yourself enthusiasts.

You've missed the first run of this episode but it will re-air mid-month. Check your Velocity Channel cable listings for the times and dates or watch it on demand at Velocity.com. 

From [MotorTrend.com](#)

2018 Alfa Romeo Giulia TI Sport Long-Term Update 2: The Italian Scallion

This Alfa has many layers

By Scott Evans



Kids' movie or not, *Shrek* is full of great lines parents appreciate as much as (or sometimes more than) their kids. One line I still quote the better of part of two decades later is the bit about onions, parfaits, and ogres all having layers. The Alfa, too, has layers.

You'd be forgiven for thinking otherwise. It's clearly a sport sedan from a company known for its sports cars, so it's easy to typecast. Don't get me wrong, either: The way this car drives will always be my favorite part of it. As much as I love fast cars—and the Alfa is plenty quick—I've come to appreciate how crucial good handling is. If the slowest car in the world goes around a corner with the same kind of poise and confidence as the fastest, I've got no qualms about driving the slow one. Except for a few freeway on-ramps, I don't get to properly enjoy a fast car day in and day out as often as I do one that handles well. The Alfa makes my commute more enjoyable just by putting a smile on my face any time I turn it.



Like I said, though, there's more to it than cornering. The Giulia didn't get to be Car of the Year by doing only one thing well. I was reminded again of what a good all-around car it is on a recent road trip to visit family more than 500 miles away. Sports cars, even sport sedans, don't always make good distance cars with their stiff suspensions. Part of what makes the Alfa a great handler is also what makes it good on a long drive: its compliance.

See, suspension doesn't have to be super stiff to make a car handle well. Sure, it may eke out another few tenths of a second on a racetrack, but even auto journalists don't typically track their cars on the regular. Compliance means a little more body roll, but done right, the body's movements are precisely controlled and predictable and can add a bit of drama to the drive without sacrificing stability and control.

See: Mazda Miata.

In practice, it means the Alfa is a comfortable car to drive eight hours up the interstate before reaching the beautiful, twisty Feather River Canyon, feeder of the infamous Oroville Dam. It also means the Alfa is still comfortable when that road is closed due to an overturned tanker and you have to backtrack and take an older, rougher road on the other side of the canyon. On top of that, it means the Alfa still doesn't beat you

up when that back road is also closed due to a washout last winter and the detour is 3 miles of dirt road.

It doesn't stop there, either. It means that after the washout detour, back on pavement, you're not too worn out from the off-road excursion and all the extra driving to crank the DNA drive mode selector from Normal to Dynamic and open it up again.

Even after you get there, the Alfa peels back another layer. Suddenly, it's just a good sedan with room for your 6-foot-3 father-in-law in the back seat and ingress and egress good enough for your mother-in-law, still recuperating from a double knee replacement, to comfortably climb in and out of the back.

On the way home, after you've dusted a third-gen Supra on the way back down the canyon, as you're remarking about how quiet the interior is at 80 mph, you're reminded of the simple fact the Alfa is a just plain good-looking car when the guys in the RAV4 crane their necks to get a better look.

Looker, driver, road tripper, people hauler, the Alfa does a lot. No car is perfect, though, and there are a handful of things about the Alfa I'd like to change, which I'll elucidate in a future update. 

From [Autoclassics.com](https://www.autoclassics.com)

Alfa Romeo Unveils First Factory-restored Giulietta

Alfa Romeo is launching a restoration and certification program at Auto e Moto d'Epoca, with a 1955 Alfa Romeo Giulietta Sprint its first project.



When restoring a car to the highest level, authenticity is a top priority. The last thing you want on your perfect representation of the past is a component that doesn't belong. Who better to restore and certify your classic than the manufacturer that built it? Alfa Romeo is launching two new Classiche services at Auto e Moto d'Epoca in Italy.

Demonstrated by an immaculate 1955 Alfa Romeo Giulietta Sprint, a brand new in-house restoration service undertook a comprehensive overhaul of the his-

toric vehicle owned by Italian rock singer Piero Pelù, who earlier this year took part in the Mille Miglia with this blue beauty.

Alfa Romeo has access to archived drawings and a catalogue of official parts to ensure authenticity and historical accuracy. Cars that go through the Alfa Classiche services receive a certificate of authenticity that will certainly reassure future owners of the cars' provenance.

Alfa Romeo is also launching an “Instant Classic” service that certifies more modern collectable models from the Italian brand, with rare vehicles such as the 1 of 108 Stelvio and Giulia Quadrifoglio NRING special editions eligible. The NRING editions were launched to celebrate Alfa Romeo’s record for fastest saloon and SUV lap times of the infamous Nürburgring.

Parent brand FCA Heritage are also bringing a trio of historic models to Auto e Moto d’Epoca, which features 5,000 classic cars for sale and more than 1,600 exhibitors. These four-wheeled icons include an impressive 1908 Fiat S 61 Corsa, a 1988 Lancia Delta HF Integrale in Safari guise, and a 1988 Alfa Romeo 75 Turbo Evoluzione IMSA racer. These “ambassadors of excellence” are sure to draw a big crowd.

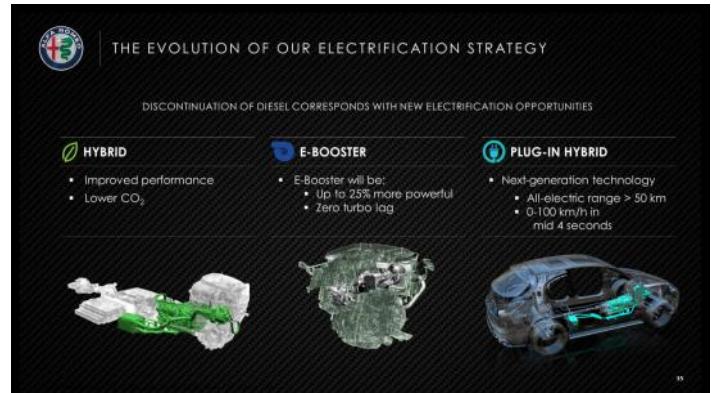


If you want to get your hands on your own FCA star car, a handsome 1967 Fiat 124 Sport Spider and 1982 Pininfarina Spider Europa will be put up for sale as part of the “Reloaded by Creators” program. Both cars have been restored to “as-new” condition by FCA. 

The Future is Electric

Alfa's Future Supercars Will Be Electrified

According to [Moparinsiders.com](https://moparinsiders.com), Alfa Romeo’s future sports models will get an extra boost from electrification.



Both the announced GTV and 8C models will use hybrid designs intended to enhance performance with no or little penalty to fuel economy.

According to the article, Alfa will base its system on the 48 volt utorque system used in 2018 Jeep Wrangler and Ram 1500. The system will allow the present 4-cylinder engine to fit a larger turbocharger, producing 25% more power from the combination. Thus the present engine, rated at 280 hp, will produce 3550 hp when combined in the e-Booster system.

Better yet, applying the same system to the 2.9 liter V-6 used in the present Giulia and Stelvio Quadrifoglio models should produce a rousing 650 hp for the upcoming GTV.

The design goal for the future 8C is to employ a more advanced system using electric motors to produce over 700 hp and scary-fast performance on a par with Ferrari and McLaren supercars. The present schedule is for these cars to appear in 2022. We can hope... 



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, fiber-glass 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

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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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