

# ALFANATIC



## Change Is the Only Constant in Life

-Heraclitus

And speaking of changes, still more of our favorite events are slipping from spring and summer dates into late summer and fall. The events calendar has been updated, but as you know all dates are subject to change. Not even Milwaukee's venerable Summerfest is immune, having just announced a move to September for the second straight year. On the AROC-USA scene there have been some significant changes.

### What Could Be Better than Colorado in July? Well, How About Colorado in September?

The organizers of *Alto Miglia*, the 2021 (nee 2020) AROC USA national convention, recently shifted the dates from July to September 7-12, 2021, in Colorado Springs. Pre-convention tours will be held September 5-7. If you are already registered, your registration should still be good; however if you made hotel arrangements separately, don't forget to change them.

### AROC Goes to Italy Now Set for October 1-13 and May 8-18, 2022

The popular Steve Austin-organized AROC Goes to Italy tour for 2021 had to be re-scheduled for October. Fall is a fine time to visit Italy. (Actually any season is a fine time to visit Italy.) This year's trip is wait-listed, I believe, but you can plan ahead for the 2022 version, tour #5. Get your name into the national office now.



### In This Issue

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## New Glarus Planning Moves Forward

The organizers are still looking forward to April 30 and May 1 for the New Glarus Hill Climb. As we mentioned last month, AROC and VSC members should expect invitations for *Das Kurze Klausenrennen* to arrive by email on or about March 1.

## Road America Schedule Unchanged

We should feel fortunate to live so close to one of the premier road courses in the United States. With its substantial acreage, Road America's public events schedule can operate relatively undisturbed by Covid-era distancing requirements. Its schedule of public events remains unchanged for 2021.


## Auto Show Dates Remain a Question Mark

There are still no dates set for the 2021 Chicago Auto Show. The show, usually held in early February and billed as the nation's largest consumer auto show, is

now expected to run sometime this spring, as soon as permitted by the restrictions placed on the use of McCormick Place for large indoor gatherings.

The Milwaukee Auto and Truck Show, also typically held in February at the Wisconsin Center, is now scheduled to run May 5-9 at the State Fair Park Expo Center. The organizers have been advised that the Expo Center, now set up for overflow Covid patient treatment, will be available by May for their show. We certainly hope so.

## Amelia Island Dates Shifted to May

The Amelia Island Concours, usually held in early March, will be held May 22-23 this year. The organizers felt that the risks of exposure were still too great to continue with the traditional March dates. 

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

|                       |   |
|-----------------------|---|
| March 20              | Mobil 1 Twelve Hours of Sebring, Sebring, Florida                           |
| <b>April 30-May 2</b> | <b>AROC-WI New Glarus Hill Climb</b>  |
| Dates TBD             | Chicago Auto Show, McCormick Place  |
| <b>May 8</b>          | <b>John Ehle's "Mother May I?" Spring Tour</b>                              |
| May 5-9               | Greater Milwaukee International Car and Truck Show, State Fair Park         |
| May 14-16             | SVRA Vintage Festival Weekend, Road America                                 |
| May 22-23             | <a href="#">Amelia Island Concours d'Elegance</a> , Amelia Island FL        |
| 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         |
| <b>June 23</b>        | <b>The Heinrichs' Sportscar Solstice Howl at the Moon Garage Party</b>      |
| July 1-4              | NASCAR Cup Series, Road America   |
| July 15-18            | WeatherTech International Challenge with Brian Redman, Road America         |
| 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                                  |
| <b>September 7-12</b> | <b>AROC National Convention, Colorado Springs, Colorado</b>                 |
| September 17-19       | Ariens Art on Wheels Vintage Weekend, Road America                          |
| Sept 30-Oct 3         | <a href="#">American Speed Festival</a> , M1 Concourse, Pontiac, Michigan   |
| <b>October 1-13</b>   | <b>AROC Goes to Italy Tour</b>  |

### 2022

|                      |  |
|----------------------|--|
| <b>January 14-17</b> | <b>AROC Winter Retreat Palm Desert, California</b> |
| <b>May 8-18</b>      | <b>AROC Goes to Italy Tour</b>                     |

## Congratulations Jim Huff

Congratulations go out to AROC-WI member Jim Huff for his 59 continuous years of AROC membership. This achievement places him among the top ten in the USA. Best wishes Jim as you cherish your yesterdays, live your todays, and dream your tomorrows.  
⇒ Gary Schommer, Membership Director

## Jim Huff's Honeymoon Adventure

*This first-person account written by Jim appeared in the March 2008 edition of the "Alfanatic" and is certainly worth repeating here. Jim is a true Alfista.*

### Giulietta Honeymoon

*By Jim Huff*



*Scan of the original Alfanatic front page photo. Please excuse the poor quality.*

June 1961, I traded in my 6-month old VW for a new Alfa Romeo Giulietta Spider (normale) at the now defunct World Cars Ltd. Dealership in Highland Park, Illinois. Just out of college, I asked my father, Andrew, to sign the note and later transfer the vehicle to me. At the same time, marriage plans were developing which culminated in our wedding, October 21st of that year. Naturally, a honeymoon was indicated. Not too long out of college, and working as Export Sales Manager at a machinery company in Chicago at the time, I planned to use the two weeks of vacation available to me and another \$200 of savings (wow!) to dedicate to the honeymoon. Maria and I decided, "why not Mexico?"

And so on that following Monday morning after the

wedding, we packed two suitcases, stuffed them into the fairly generous trunk of the Spider and headed south, arriving in Nuevo Laredo, Mexico, on Wednesday of that week. Driving onward, our first evening in Mexico was at the Fonda Santa Rosa in Monterrey, (very much like Milwaukee) the beer capital of Mexico (Carta Blanca cerveza) plus much heavy industry. Dinner that evening was "Cabrito al Carbón" which is barbecued kid with lots of salsa (actually, quite delicious). The recent days' travel in the Alfa was uneventful and most of the time on the open roads, as we limited ourselves to 80-90 MPH. With only the standard 4-speed transmission and the 1300 cc engine, revs were constantly up there — 5,000 to 6,000 rpm—but the little Alfa ran flawlessly and handled beautifully on those revolutionary (for that era) Pirelli Cinturato tires.

Traveling now in Mexico, I was a bit nervous about using the low octane Pemex gasoline. Pemex was nationalized by the Mexican government in 1938 and they were having great difficulty keeping up with the rest of the industrialized world. As a result, most gas available was quite low octane (mind you, no knock sensor to electronically retard spark in those days). Whenever available, we chose the "super grade" Gasolmex which was 89 octane! But the little Alfa seemed to run just fine on whatever gas we could purchase. The next evening we stopped in San Luis Potosi, approximately 100 miles north of Mexico City, Distrito Federal. S.L.P. was a nice town with interesting local cuisines (e.g., enchiladas potosinas).

On Friday of week #1, we arrived at the capital, Mexico City, D.F. With no reservations (no computers nor Orbitz in those days), we just trusted our luck and enjoyed the freedom and flexibility. However, arriving in that metropolis we were apprehensive about finding affordable and decent lodging in the clamor of a large, foreign city. No sweat. For \$4.00 a day we secured a beautiful room at the Hotel Polanco on Calle Edgar Poe No. 17, just one block from the wide and beautiful Paseo de la Reforma (modeled after the layout in Paris) in a posh, shady, residential area. That region called "Colonia Polanco" is still one of the most fashionable areas in Mexico City. Moreover, we were within walking distance of Chapultepec Park, a very impressive park containing the palace of former emperor Maximilian who ruled for the French but was later executed by the victorious Mexican army during their Revolution. Did you know that the Mariachi style of typical Mexican music developed during the French occupation? These musical singing bands entertained primarily at weddings. The name of wedding in French is "marriage" (marr-ee-ahzh), and thus



the name became a Spanish corruption of the French pronunciation.

The capital is nowadays the largest Spanish-speaking city in the world estimated at 24 to 30 million people (number two is Los Angeles, California!) and was (still is) a very cosmopolitan city with lots of history and interesting sights such as immense artifacts of the Aztec past, and possesses many international-quality dining spots and world class entertainment including Flamenco dancing from Spain. We tried to take in as much as possible, including the Ballet Folclórico at the Palacio de Bellas Artes and the Zona Rosa, the upscale “Pink Zone” of fine restaurants, stores, and hotels). Driving in traffic was exciting, to say the least. Woe unto the timid, especially with few traffic lights, and lots of “glorietas” (large traffic circles now becoming fashionable in the U.S.) and lots of “Mexican stop signs” called “topes” which are a series of bump strips in the road which slow traffic under penalty of tearing out your undercarriage. Traffic, in general, was reminiscent of Italy, but with a feeling that Italian drivers were a bit higher caliber of talent (better cars, too) but, still equally daring. In Spanish, the translation of their saying was “he who hesitates is lost”—their rationale for not being too timid in the traffic circles or at various stops.

Meanwhile, during the entire trip I either parked the Alfa in private paid parking areas or on the street. In that era, we didn't have too much concern with anybody just tearing through the canvas top with a knife to take whatever was in sight, or worse, stealing the vehicle. How blissful those days were. I wouldn't even do that now in certain areas of our “fair city.” Also, amazingly, Alfa Romeo was not an entirely unfamiliar name in Mexico, with several new car dealerships and some Alfas visible on the streets and highways. And no, not one problem so far with any of the mechanicals of that era, including “Father Lucas!” Lucas would seek his revenge several years later during several Chicago winters.

Next, Maria and I thought “why not a side trip while we're here?” And so we decided to take off for Acapulco one afternoon since it was “only” 120 miles south through the state of Guerrero. Proceeding slowly at first, we jaunted up to Taxco and looked at native silver crafts. Taxco is a colonial town off the main highway, up in the hills. The roads were devised for the Spider, with wonderful twisting asphalt connecting Taxco to the main highway. That Alfa was poetry in motion. Unfortunately I had to finally slow down a bit as Maria was getting nauseated from a ride better than any that Great America had to offer!

We had been previously warned “don't drive at night in Mexico” due to open range, maybe banditos, etc. Dismissing this thought we left Taxco at about 6:00 p.m. (This was late October and the sun was setting earlier.) We continued south towards Acapulco—a twisting descent all the way to the coast, with the climate changing from cool high plateau to subtropical. We were starting to miss that cool, crisp air of Mexico City (about 7,300 feet altitude surrounded by 12,000 ft. volcanoes) as the humidity and temperature crept up. Now, passing through Chilpancingo at 4,500 feet, we were getting close to Acapulco, with the Alfa purring at “modest” 90 mph. The area was quite dark as I asked Maria, “What's that shadow in the middle of the road?” It was a horse just standing there, which resulted in a severe test of the Alfa's large brakes. We came within two feet of hitting that animal! Now we knew why it was risky to drive at night, especially at those speeds.

Arriving in Acapulco around midnight with the tropical heat bothering us, we explored the city still much alive with people, bars, hotels, and lights all over, but after two hours driving around, we decided to head back to Mexico City at about 2 a.m. On our way back, passing through Chilpancingo at 4:00 a.m., we noted the same outdoor party still going on from the prior evening! Arriving now back in the capital at 7:00 a.m., we were understandably a bit groggy from our various explorations the previous day and evening.

On the Friday of our second week, we turned back north, leaving Mexico City at 10 in the morning. I had to be back to work in Chicago that following Monday and we were over 2,000 miles from home. After various stops for gas, food, etc., we finally reached the border at Laredo, Texas at 10 p.m. that evening, a distance traveled of 762 miles in 12 hours (less stops) for an average speed of 62 mph. The Alfa was so easy to drive that amazingly I wasn't tired at all! When in motion, except through towns, we cruised at 90 mph (about 5000 RPM in 4th gear). At night, during that first leg back to the border, I had many excellent reflex-conditioning tests, such as driving briskly in light, mountain fog on the twisting roads of Mex. Hwy 57, which varied from white concrete to black asphalt and mostly lacking a painted white centerline. Thus, it was a constant guessing game as to which way the road might veer! The responsive Alfa made this task relatively easy and enjoyable.

Leaving Laredo, Texas, with two more days to arrive in Chicago, we spent Saturday night in the Dallas area after a relatively more “relaxed” 400 miles' distance.

But now Sunday morning, with that last leg of approximately 1,000 miles still remaining, and with thoughts of returning to work the next morning in Chicago, we weren't too concerned since that Alfa just wanted to run. And without serious concerns about speed traps or radar in those days, we kicked the throttle down and sped on our way. However, as nighttime approached, fatigue was beginning to set in around Springfield, Illinois. But with much black coffee, occasionally slapping the face for a wakeup "jolt," and with the flawless performance of the Alfa, we did make it back to Chicago before starting time that Monday morning. But, since we really didn't have much rest, I confess that I just called in and said I'd be there Tuesday.

Nowadays, I wouldn't dream of making such an ambitious trip for a variety of reasons. One might be the much higher narco-traffic crime in Mexico. The city of Nuevo Laredo, Mexico, has gone through 6 police chiefs in the past year assassinated by narco-traffickers. The Mexican Federal Police have gone in to "disarm" local police forces such as in Tijuana since their corruption can no longer be trusted. That highway through the state of Guerrero to Acapulco is a very high crime area. The number of journalists murdered in Mexico is second only to Iraq! You get the picture. But for Mexico aficionados there are still lots of safe, beautiful tourist places to visit, and their new patriotic president Calderon is a good man who is intent on bringing some real progress to Mexico. *(Editor's note: Felipe Calderon served as president 2006-2012. By some measures things didn't go all that well during his term.)*

Looking back to nearly 50 years ago, that was a really great trip! I'm glad we didn't wait till retirement to do that, because we never would have in this era. By the way, I still have a Giulietta—now a 1962 Spider—and the same wife! *(Jim sold his Giulietta in Fall of 2013.)*

¡VIVA MÉXICO! ¡VIVA ALFA ROMEO!

Jim Huff 🍀

## American Speed Festival to Feature CanAm and Other Racers

The M1 Concourse, a racing club in Pontiac, Michigan, will host the first American Speed Festival this year, September 30 to October 3. The event is billed as a time trial and exhibition of some of the fastest road and race cars from several eras of racing, up to the present day. Ten classes of cars will compete for

fastest time around the 1.5 mile club course, and Sunday will feature an exhibition of the competing cars. Such luminaries as Jim Hall and Jackie Oliver are scheduled to attend, driving cars they campaigned in period.

The M1 concourse bills itself as the world's largest private garage community, boasting over 250 garage/condo combinations.

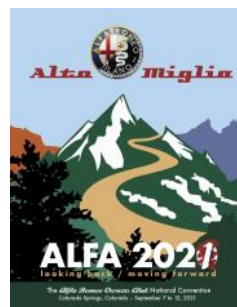
More information and ticket information can be found on the [American Speed Festival website](#). 🍀

## AROC-WI Library List Updated

Running out of things to read or watch? Need a technical reference for your model Alfa? Gary Schommer, the keeper of the chapter library, is more than willing to lend to members from our collection.

A broad range of videos and books is included on a variety of topics. Though mostly Alfa-related, there are titles covering other marques as well as racing topics. A good portion of the videos are on VHS (you remember video tapes, don't you?) though some are on DVD. The original parts microfiches will require more specialized equipment.

To make a withdrawal, contact Gary by phone or email. His contact information is at the bottom of the list attached as the last pages of this newsletter. No library card is required and no late fees have been charged – yet. And if you happen to know where the missing club copy of the Alfa Romeo episode of *Victory by Design* might be, Gary would love to talk to you. 🍀



### Links to Like

From Gary Schommer:

For anyone looking to expand their library check out THRIFT BOOKS:

<https://www.thriftbooks.com/browse/?b.search=alfa%20romeo#b.s=mostPopular-desc&b.p=1&b.pp=30&b.tile>



## The Alfa Romeo Story, Part 10

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

### Giulia and Stelvio Cap 110 Years of Italian Excellence

- The final chapter of the Alfa Romeo Story series documents today's Alfas, cars representing 110 years of "Made in Italy" style and technical excellence.
- The Giulia and Stelvio are the ultimate expression of "La meccanica delle emozioni" (the mechanics of emotions), a driver-oriented concept that produces an exhilarating driving experience.
- The Giulia and Stelvio were developed from the top down, starting with the extraordinary Quadrifoglio versions.
- Excellent performance is part of the DNA of both models, allowing the Quadrifoglio versions to set Nürburgring records in their respective categories.
- When introduced, the first Alfa Romeo SUV could boast of its title as the fastest SUV ever.
- Giulia and Stelvio are the most awarded Alfa Romeos ever.

### Alfa Romeo returns to the Nürburgring



It was one of those days when the sky above the Nordschleife looked like a painted backdrop. Majestic clouds towered above the circuit's green canopy. The air was fresh and dry, ideal for getting behind the wheel. Two months after its debut, the Giulia Quadrifoglio

foglio was called to demonstrate its qualities on a track that had so often seen Alfa Romeo win – the "Grüne Hölle" (Green Hell) of the Nürburgring.

Sir Jackie Stewart is said to have coined that phrase in the 1960s. It could not be more appropriate. The circuit seemed to have been designed by the devil himself. Over 70 curves alternate with straights and elevation changes ranging over 985 feet. In the starting area, the Giulia Quadrifoglio was ready. It was not specially prepared, nor did it wear racing slicks or have a roll cage. It was the same car anyone could buy. If it wasn't for the helmet, even the driver, dressed in jeans and polo shirt, would look like any driver. There were no green lights to cue the start nor was a checkered flag waiting for him at the end of the lap, but the adrenaline was the same as a race. There was a record to beat.



The driver put the Alfa DNA control into "Race" mode and started pushing. He could relax 7 minutes and 32 seconds later, 7 seconds better than the previous record set in 2015. A little over a year later the Stelvio did even better, improving on the previous record for its class by 8 seconds. Giulia and Stelvio became the fastest sedan and SUV ever on one of the most difficult tracks in the world, a record difficult to match.

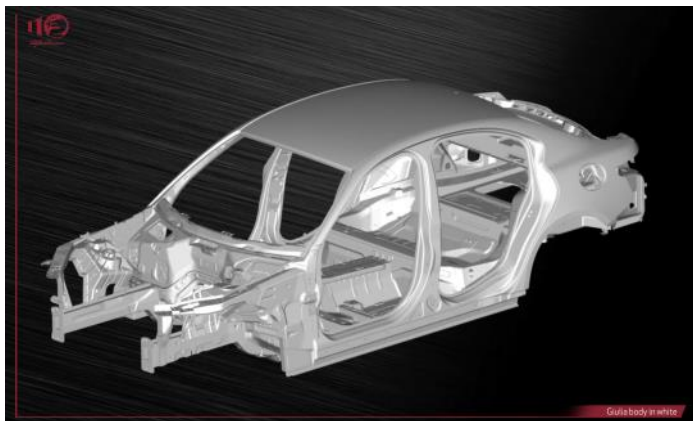
### Who's Giorgio?

In 2013, the name Giorgio first appeared in the industry press. The new generation Alfa Romeo was about to be born, they wrote, and Giorgio was the platform on which it would be built. The chatter on social media was immediate. Many wondered how the name was chosen. The most romantic hypothesized a tribute to Tazio Giorgio Nuvolari. Others imagined it was a personal choice by (FCA's CEO) Marchionne. No one would ever reveal the real source. What was certain was that Giorgio would be rear- and all-wheel drive and that it would have very ambitious goals.

The company planned large investments in the Cassino plant, intended to host the production of the new models. Above all, it organized its best technical re-



sources into a dedicated “think tank.” The designers involved were asked to leave aside old rules and habits, to think outside the box, to believe, dream, and create.



### About the Skunks

The Giorgio team isolated themselves from the rest of the company to focus exclusively on the new platform. Corporate jargon gave them a nickname, which they proudly adopted. To understand this name and its origin we need to take a step back seventy years.

Clarence Leonard ‘Kelly’ Johnson wasn’t an Alfa Romeo designer, but his story is still interesting. Kelly was an aeronautical engineer at Lockheed Martin, and in 1943 he was put in charge of a special project – to develop from scratch, in six months, a fighter capable of making a difference in the skies of World War II. The challenge seemed impossible but he accepted on the condition of having carte blanche on the process to follow. At the deadline – indeed a week in advance – he delivered the “XP-80 Shooting Star,” the first American jet fighter. His team was called the “Skunk Works.”

For itself and the rest of the company, Giorgio’s working groups became “the skunks.” They too, started with a blank sheet of paper. They had a very tight timeframe and a very ambitious task – to put the driver back in the center, offering a driving experience worthy of Alfa Romeo values and tradition. Their work launched a new generation of products.

### Giulia's Launch at the New Alfa Romeo Museum

The version that best expressed the qualities of the Giorgio platform was the most sporty ever, the Giulia Quadrifoglio. The company decided to take a top-down approach, and present it first. It was a long-awaited launch, and it was wrapped in absolute secrecy. Photos or technical characteristics were never

leaked. Even the name was secret.



The new Giulia was revealed to the world on June 24, 2015, a special day for many reasons: because it was the marque’s 105th birthday; because a car that enthusiasts were waiting for with trepidation was born; and because Alfa Romeo’s history had returned to its home. To the notes of Puccini’s aria “Nessun Dorma,” maestro Andrea Bocelli greeted Giulia in the halls of the renovated Historical Museum of Arese. Past and future met.

### The New Giulia

The Giulia’s product goals were written in the history of the marque – state-of-the-art and innovative engines, perfect weight distribution, unique technical solutions, the best weight-to-power ratio in the category, and of course an extraordinary design with an unmistakable Italian imprint.

Giulia’s engines are all new, and all entirely made of aluminum. The Quadrifoglio’s 6-cylinder bi-turbo gas engine delivers 510 horsepower and 443 lb-ft of torque, sensational values for an average four-door sedan. Masses and materials were designed to ensure a perfect 50/50 weight distribution.





There are many innovative technical solutions. The whole car is a fresh design. The front suspension is double quadrilateral with a semi-virtual steering axis to make the suspension angle more controllable and obtain optimal traction. The two lower arms create a “scissor” movement that generates a linear feeling in all conditions with a quick steering ratio (less than 12:1). The new Alfalink™ design introduces a four-and-a-half-arm multilink system. It is very rigid in corners and at the same time flexible longitudinally. Both are “made in Alfa Romeo” solutions.

### Lightweight and Always Under Control

To ensure Giulia the best weight-to-power ratio, ultra-light materials were used in all parts of the vehicle: aluminum for block and cylinder head, body components and suspension; a composite of aluminum and plastic material for the rear crossbar; and carbon fiber for the drive shaft, bonnet, roof, and structure of the front seats. The body-in-white weighs only 710 lb. Electronics are used to increase safety and driving pleasure, but without intruding on the driving experience. The Giorgio team developed Alfa-specific systems, from the Q4 all-wheel drive (which intervenes autonomously only when needed), to the Integrated Brake System (which manages braking devices and stability control), to the linear slip differential (which improves the cornering response), up to Torque Vectoring (which distributes power to the rear wheels in a

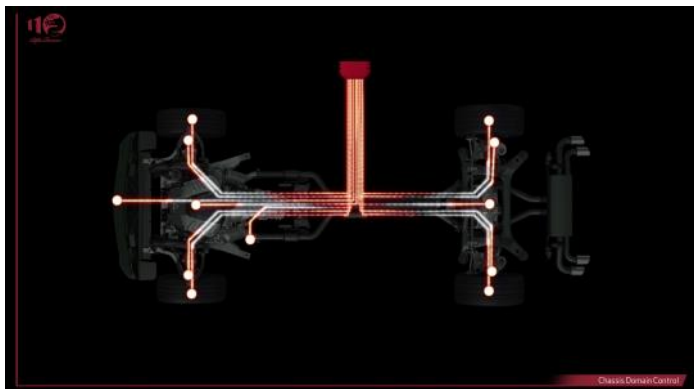
programmed way, improving traction and steering readiness). To coordinate all functions, a “supercircle” is represented by the exclusive Domain Control Chassis.

The extraordinary dynamic qualities of the car are enhanced by a tense and essential design which reveals its Italianness in the elegant harmony of volumes and its technical excellence in extraordinary aerodynamic results (0.25 of Cx).



### What Giulia and the Quadrifoglio Have in Common

To create their ultra-sporty versions, almost all makers enrich the base model, often changing structural elements to improve weight and performance. These machines are produced on separate lines, and in many cases by third-party suppliers. The Giulia, however, derives from the Quadrifoglio – and not only aesthetically. The two cars share architecture, the use of light materials, most mechanics, and even the Cassino assembly line. The result is unique on the market. Each Giulia, regardless of motive power, has the same front to rear weight distribution, the same torsional stiffness, and the same steering patterns and suspension as the sporty “top of the range.”





## Stelvio: The First Alfa Romeo SUV

The Giorgio platform was not only born for the Giulia. The time had come for Alfa Romeo to try its hand at the utility vehicle segment, the most dynamic and news-making. In February 2017 the Stelvio was born, the first SUV in the history of the marque. The challenge was not simple – namely, to make a vehicle capable of moving with agility on snow and dirt without losing anything in terms of performance, handling, and road control – in other words, an SUV driving like a sports sedan. Compared to Giulia, the floor is higher, with a higher driving position. There is increased space for passengers and luggage. Suspension travel is greater to ensure the correct ground clearance for unpaved roads. The track is also slightly wider for increased stability, but the architecture and drivetrain remain the same, as do the engine range and electronic systems. The result is a car that has “an Alfa Romeo soul in an SUV body,” a combination that surprises everyone, and gives a unique driving experience.



## Elegant Sportsmanship

Giulia and Stelvio represent excellence in their segments in terms of performance and dynamic response. The basic technical system is – and remains – state-of-the-art. Therefore, for the new model year, Alfa Romeo designers have shifted their attention to the on-board experience, improving ambiance, safety, and connectedness. The marque purses the reconquest of its traditional territory: “elegant sportsmanship.” It is a concept that we have seen used in Alfa Romeo stories of every era. It is not the “premium-ness” of those who flaunt a soulless richness – rather it is the perfect balance between form, function, and driving fun. The launch of the 2020 Giulia and Stelvio marked another step in this direction.

## Giulia and Stelvio Model Year 2020

On the new Giulia and Stelvio, the most advanced solutions are put at the service of comfort and the typ-

ically Italian lifestyle. The interiors of the two cars were redesigned to further improve quality and elegance. Connectivity was enhanced, thanks to the infotainment system with an 8.8-inch touch-screen and improved smartphone integration. The telematics are completed by a suite of Mopar services for remote car management. Even more important are the innovations in the field of driving technology. The new ADAS (Advanced Driving Assistance Systems) marks the transition from first to second level autonomy. The system not only informs those behind the wheel but activates in case of need, enhancing driving safety.



## The Most Awarded Alfa Romeo Ever

Over the last five years, the Giulia and Stelvio have become the most awarded Alfa Romeos ever. They have received 170 international awards given for innovation or style by both specialist and generalist media, voted by expert juries or directly by customers. Starting from “Eurocar body of the Year 2016,” awarded for the best vehicle architecture project, and continuing with numerous awards for style and design, the shelves are full and the awards continue to arrive. “Performance Car of the Year 2020,” from the expert jury of “What Car?,” was given to the Giulia Quadrifoglio for the third consecutive year after comparing it with sports offerings from all segments of the market. This recognition is a justifiable source of pride for Alfa Romeo designers. The Giulia is truly “a high-performance car that you can drive every day.”



## 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**

#### **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)



### **Sold!**

Congratulations to AROC-WI members Todd and Iryna Krescheck of Two Rivers on the recent purchase of this pampered, low mileage 1993 Spider Veloce from a member of the Detroit AROC. The *Alfanatic* picked up the listing from the Detroit chapter's *Giornale* and Todd followed up.

Perhaps you have a car you'd like to sell. Let us know. The listing is free. 🍀

## CONTACTS

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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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**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/>.





## **AROC-WI LIBRARY**

1/29/2017 (Revised  
2/1/2021)

### **VIDEO**

Victory by Design featuring Alain de Cadenet - DVD

Alfa Romeo --- ????? --- missing

Ferrari, 84 minutes

Jaguar, 84 minutes

Maserati, 77 minutes

Porsche, 84 minutes

History of Motor Racing - VHS

Part 1, 1902 - 1014

Part 4, 1935 - 1939

Part 2, 1920 - 1929

Part 5, 1840 - 1948

Part 3, 1930 - 1934

Rally World Review 1991 - VHS

Meadowdale Raceways - DVD

Monterey Historics featuring Maserati - VHS

Monterey Historic Automobile Races, 1992, 19th Annual - VHS

Monte Carlo Rally, 1990 - VHS

AROC - 2011 Board of Directors Meeting - DVD

Classic Car Restoration, 1750 Alfa, Tape 1 - VHS

Formula 1 Saga, 6 hours - DVD

Maserati History(5 min) & Maserati Racing Legends @ Laguna Seca 48 min. - VHS

Alfa Romeo - Aston Martin - combined DVD

Alfa - The Story of a Legendary Marque - 47 minutes

Aston Martin - The David Brown Years - 77 minutes

RACERS, 1 hr 52 min - VHS

Alfa at Indy 500, 1990 - VHS recording of broadcast

AROC-WI, Jan 31, 2004 Banquet, w/Horst Kwech - VHS

In Car 956 - Derek Bell on some of the most famous tracks/courses - 50 min. VHS (2)

Racing Red - Great Italian Racing Cars - 90 min.

VHS

Alfa Romeo - The Story of a Legendary Marque 47 minutes - VHS

Porsche Club Drivers School - VHS

Track Racing - Legendary Sportscars (Recorded by George) - VHS

Under the Tuscan Sun, 1 hr 47 min DVD

Visions of Italy, Southern Style & Northern Style - NY Public Television - (2 video set) - VHS

Klausenrennen (German language historical of the famous hill climb) - VHS

The Italian Job, starring Michael Caine & Noel Coward, 110 min DVD

Alfa Romeo Drive By Presentation, C.I. 1998 - VHS

Ferrari Drive By Presentation, C.I. 1998 - VHS

Maserati Drive By Presentation, C.I. 1998 - VHS

Ferrari - The Great GT Cars 1947 - 1997 - VHS

The Story of Porsche - The Story of Ferrari (2 tape set)- VHS

History of Motor Racing 1949 - 1951 - VHS

The Automobile: Alfa Romeo - History Channel recording - VHS

Classic Car Restoration - 1750 Alfa - Tape 1 - VHS

Cinema Paradiso - English subtitles, Foreign film award winner 1989 - VHS

The Winning of WW II - The Road To Victory 1941-42 We Strike Back - VHS

## **FACTORY PARTS CATALOG (catalogo parti di ricambi)**

1972 - 1974, 2000 Berlina  
1972 European GT Veloce, Spider Veloce  
1962 - 1966 Giulia Sprint GT Spare Parts Catalogs (includes GTA)  
1962 - 1966 Giulia Sprint, Spider & Giulia SS Spare Parts Catalog  
1962 - 1966 Giulia - Sprint GT, Sprint GT Veloce, Sprint GTA & GTC (2)  
1969 - 1971 GT Veloce, Spider Veloce  
Alfa Romeo Tool Bulletin (includes prices) - May, 1964 - April, 1976  
1959 - 1962 102 Series 2000 Spare Parts Catalog  
Alfa Romeo Special Tools Catalog, Sept, 1977

## **"HOW TO" STUFF**

Intereurope Workshop Manual - Giulietta all models, Giulia 1300, 1600 & 1750 GT & Spider  
Weber Carburetors, Select, Install, Tune, Trouble Shooting & Repair - Pat Braden  
How to Build & Powertune Weber & Dellorto DCOE & DHLA Carburetors - Des Hammill  
EDOARDO WEBER CATALOGO GENERALE - parts breakdown & service of many types on many specific cars  
EDOARDO WEBER MASTER CATALOG - Technical Introduction, 2nd ed. 1970  
Weber Carburetor Technical Introduction, Interco Parts Corp, 1980  
Weber Carburetors by John Passini, 1968  
BICYCLE, The Total Illustrated Guide of Bicycles & Bicycling by John Wilcockson  
AROC Competition Advisory Service, 1970  
Alfa Romeo Giulietta Shop Manual  
Alfa Shop Manual of Electrical Charging System - Giulia Super, 1750 Berlina, GT Veloce, Spider Veloce (2)  
Alfa Romeo Shop Manual - Wheel & Suspension Geometry - Giulia 1750 2000 and Montreal Models (2)  
Alfa Romeo Shop Manual - Wheel & Suspension/Front End Geometry - Giulia and 1750 Models  
Alfa Romeo Service Bulletins - issue dates of from July, 1971 through March, 1979  
Alfa Romeo Improvement Sheet/Improvement Bulletin/Technical Bulletins - 2/1964 through 6/1971  
Alfa Romeo Service Bulletins - issue dates of from January, 1977 through June, 1983  
Alfa Romeo GTV6 2.6 Engine Maintenance Manual  
Alfa Romeo Giulietta Sprint Shop Manual ((complete set)  
Alfa Romeo Service Bulletins - Indexed into 10 categories, from July 1965 through August, 1976  
Alfetta Engine Workshop Manual April, 1977  
Alfa Romeo GTV6 2.5 L-Jetronic Bosch Injection System, 1981  
Alfa Romeo Spider 1600 - Technical Characteristics and Principal Inspection Specifications  
Alfa Romeo Shop Manual- 1958 - 62 2000 (cast iron) Engine, Clutch, Gearbox  
Alfa Romeo - Giulia TI, Sprint GT and TI Super - Clutch & Gearbox  
Alf Romeo Sports Sedan - Automatic Transmission  
Alfa Romeo Alfetta 2000 Berlina and GT - Inspection Specifications  
Alfa Romeo Alfetta Workshop Manual - Rear Suspensio with Automatic Level Control  
Hollander Interchange, 1963 - 1976, all models except SS

## **OWNERS MANUAL**

1600 Spider (copy)  
1976 Alfetta 2000  
1979 Sprint Veloce  
1974 GTV 2000 (copy)  
1987 Milano V-6 2.5

## **SALES LITERATURE**

Alfa 164 (German)  
1977 Sports Sedan  
164 & SPIDER, 1991

## **BOOKS**

Bella Tuscany by Frances Mayes 286 pages  
Under The Tuscan Sun by Frances Mayes 291 pages  
Alfa Romeo - Milano by Michael Frostick, 224 pages  
Fantastic Alfa Romeo by Luciano Greggio  
Alfa Romeo by Peter Hull  
Enzo Ferrari by Brock Yates,

## **MAGAZINES/ARTICLES**

The Alfa Annual - AROC Around The World - Volume 2, 1994  
Road & Track - Reprints  
Alfa Romeo Giulietta Spider - Reprint from April 1956  
Alfa Romeo 1750- Reprint from May 1957  
Alfa Veloce - Reprint from March 1958  
Alfa Romeo 1934 2.3 Mille Miglia - Reprint from September 1958  
Alfa Romeo 2000 Spider- Reprint from July 1959  
Alfa Super Spider - Reprint from October 1959  
Giulietta Sprint - Reprint from March, 1961  
Alfa Sprint Speciale - Reprint from July 1961  
Alfa Sprint Zagato - Reprint from December 1961  
Alfa Romeo 2600 Spider - reprint of article from December, 1962  
Alfa Giulia 1600 Spider - Reprint from June 1963  
Alfa Sprint GT - Reprint from December 1964  
Alfa Giulia TI - Reprint from June 1965  
Alfa Giulia Spider Veloce - Reprint from September 1965  
Alfa Romeo Sprint Speciale - Reprint from May 1966  
Alfa Romeo 1600 Spider- Reprint from September 1966  
Alfa Romeo GTV - Reprint from July 1967  
Alfa Romeo Giulia Super - Reprint from February 1960  
New 1750 Alfa Romeos - Reprint from April 1968  
Alfa Romeo 1750: Berlina, Spider, GTV - Reprint from April 1969  
Alfa Romeo 1750 Spider Veloce - Reprint from March 1971  
The Two-Five Challenges - Reprint from January 1972 (Host KWECH IN 1750 GTV Trans Am)  
Alfa Romeo 2000 Berlina - Reprint from August 1972



## MAGAZINES - continued

Road & Track - Reprints continued

Mazda vs Alfa & BMW - Reprint from May 1972

Alfa Romeo 2000 - Reprint from August 1972

Alfasud - Reprint from September  
1972

Two New Alfas - Montreal & Alfetta - Reprint from April  
1973

Alfa Romeo Alfetta GT - Reprint from December 1975

Alfa Romeo Milano Verde 3.0 - Reprint from September  
1987

## PHOTOS

ALFA Canadese 2012, DVD Photos by Brian Kaufman

## MICROFICHE

|            |   |
|------------|---|
| Spider 2.0 | 82, '83-4, '85, '86, '87, '88, '90, '91 |
| GTV-6 2.5  | 81-84, '85, '86                         |
|            | 87,                                     |
| Milano 3.0 | '89                                     |
|            | 87,                                     |
| Milano     | '89                                     |
| 164        | 91                                      |

# These items are available for club member use.

Contact Gary Schommer @ 262-252-3750 or [alfaman@wi.rr.com](mailto:alfaman@wi.rr.com)