

ALFANATIC

Summer Dining at Seven Seas Restaurant Friday, August 14

Join us for a relaxing summer evening meal. In addition to exquisitely prepared food, excellent service, and wonderful wines, Seven Seas has the best sunsets in all of Waukesha County. Relax overlooking the rippling waters of Lake Nagawicka with the sky all aglow.

- 6:30 pm — Cocktails in the bar
- 7:00 pm — Dinner, Lakeside Terrace
- Menu — Bountiful chicken and fish buffet
- Price includes coffee, tea, or milk
- Cost: \$19.50 (includes tax and gratuity)

We will receive one group billing for the meal - -- please come with the exact cash amount or a check made out to AROC-WI.

Any drinks you order are on your own and will not be included in the group meal bill.

RSVP to Gary Schommer no later than Tuesday, August 11

Email alfaman@wi.rr.com or phone (262) 252-3750

[Weissgerber's Seven Seas Restaurant](#) is located on the east shore of Lake Nagawicka at 1807 Nagawicka Road, Hartland, WI, 53029, phone 262-367-3903.

Travel one mile north of I-94 on Wisconsin highway 83, turn left on Nagawicka Road and follow it to the lake.



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The Eighteenth Annual Italian Car and Motorcycle Show

By Bob Ludwigson

The first thing I heard was the loud “blatt-blatt” as the car slowed to pull into Reina International Autos. The car, Jon Majdoch’s brand new 2015 Alfa 4C, was the icing on the cake to round out the vehicles at our eighteenth Italian Car and Motorcycle Show, Sunday, August 2.



But there were other memorable cars too. A 1950 Ferrari 166—reported to be the oldest Ferrari in Wisconsin—was beautifully restored. A new Fiat 500 was parked right alongside an original model from the ‘60s. Many more beautiful Alfas, Ferraris and Lamborghinis arrived throughout the morning. Reina Motors did their usual outstanding job of providing a

sparkling clean venue, free breakfast and lunch food, and music.

As in the past couple of shows, we made this a charitable event. The charity this year was the American Heart Association. Representatives from the association were on hand to answer questions about heart trouble and their organization. Donation cans were conveniently placed around the premises so that it was easy for spectators to give. One was strategically placed by the food line so people could show their appreciation for the free food. The amount of money going to the Heart Association will be in excess of \$1,000. (continued on page 5)

Correction

In last month’s report on the 2015 National Convention I erroneously gave organizing credit to the wrong chapters. It was the New York and **Connecticut** chapters which teamed together to produce this outstanding event. While individual members of the New England Chapter (AONE) gave generously of their time and talents, AONE was not involved as a chapter in the organization or sponsorship of the event.

I apologize for this oversight. Organizing an event like this is a major undertaking and those who step up to the task deserve to be properly recognized. 🍀

2015 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

August 6-9	Continental Tire Road Race Showcase, Road America
August 8	Alfa Demo Day at Simeone Foundation Automotive Museum , Philadelphia, PA
August 12	Romano’s Italian Car Show, 1000 Grand Avenue, Franklin Park, IL, 6 p.m.
August 14	AROC-Wisconsin, Summer Dining Event, Seven Seas Restaurant, Lake Nawawicka
August 16	Pebble Beach Concours d’Elegance, Monterey, CA
August 16-20	Ferrari Club of America International Meet, Monterey, CA
August 27-29	NASCAR XFINITY Series, SCCA Pro TransAm, Road America
August 22-23	Milwaukee Masterpiece , Veterans Park, Milwaukee
September 6	Lake Mills Cars and Coffee, Lake Mills, WI
September 11-13	VSC Ephraim Hillclimb and Concours, Ephraim, Wisconsin
September 11	Goodwood Revival
September 18-20	VSCDA Elkhart Lake Vintage Festival, Road America
October 3-4	MVP Tracktime , 6th Annual Cheese-heads on Track, Road America
October 4	Lake Mills Cars and Coffee, Lake Mills, WI
June 3-5, 2016	Concours d’Elegance of Chicago , Northerly Island, Chicago, IL

Driving Club Announcement

Some of you may have received an email from the “2-Seater Sports Car Group” this past week. While we don’t know any of their number personally, their member-owned cars include Alfas so we thought we’d give them some additional publicity.

Their upcoming drive is Sunday, August 9th—perhaps too short a notice depending on when this newsletter reaches you—but further events are planned. If we hear more, we’ll post the dates in our calendar.

August 9 info: Meet 10:00 am at the Mobil Station at the corner of Hwy 14 and Pleasant View, Middleton, WI. Text to 608-233-1520 or email (see below) to sign up.

2-Seater Sports Car Group

WHO WE ARE

A group of male and female drivers who enjoy exploring the steep hills, valleys, and numerous corners of southwestern Wisconsin.



WHAT WE DO

Half and full day trips with lunch and/or dinner gatherings.

WHERE WE’VE BEEN

Apostle Islands, Michigan’s Upper Peninsula, Anderson Botanical Gardens, Road America, Blackhawk Farms, and more.



WHAT WE DRIVE

- | | | | | | |
|--------|------|--------------|-------|-------------|----------|
| •Miata | •911 | •Z3 and Z4 | •350z | •Alfa Romeo | |
| •TT | •MR2 | •Datsun 1600 | •RX8 | •Solstice | •Boxster |

Email choonlu29@gmail.com for drive schedule!

DON'T DO WHAT I DID—I'LL NEVER DO IT AGAIN!

By Gary Schommer

Part 1

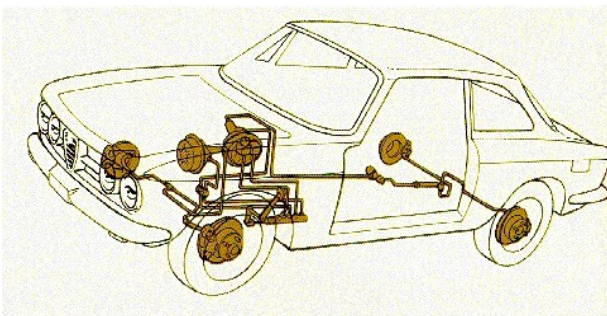
On the morning of Friday, May 1, I set out in my Alfa to commute from my home in Menomonee Falls to my workplace in New Berlin. The plan was to work from 7 a.m. to 11 a.m., then head over to New Glarus to set up for the hill climb. I've not been taking my Alfa to work lately as there seem to be an alarming number of distracted/incompetent drivers out there on roads that are under heavy construction. True to form, near the Zoo Interchange someone abruptly made a lane change in front of me. A quick hard stab on the brakes took care of the situation and I continued on my way. Those years of defensive driving skills developed as a motorcyclist continue to pay off.

Unfortunately, a few miles later the car bogged down with what appeared to be dragging brakes. About 13.5 miles into my 19 mile commute, I pulled over on the shoulder of Hwy 894 just south of the Beloit Road Exit and called AAA on my cell phone. It took a while to get through the several layers of the automated phone system before the recorded voice informed me that the estimated wait time to talk to someone about roadside assistance was projected to be five minutes. Seven minutes later I'm talking to someone but I have to speak loudly as they are having a hard time hearing me. The funny thing is that I can hear her well in spite of my documented moderate hearing loss. The call agent eventually informs me that they don't know where I am. It seems pretty easy to me. Again I tell them that I'm in the Milwaukee metro area on the right shoulder of Hwy 894 South, just south of the Beloit Road Exit, just before the I-43 South Exit. I'm put on hold while she looks up my described location again. I'm eventually informed that they now know where I am and that the requested flatbed tow truck will be there in about 30 minutes. As I'm waiting, I recall that I've had my Alfa 25 years and this is the first time that I've had to call AAA for roadside assistance.

Five minutes into the wait I start thinking that by the

time they get to me, flat bed me to my home, I drive my commuter car to work, put in 4 hours, and get over to New Glarus, I'll be quite late. I decide to see if the car will roll. I'm on a slight grade and sure enough, with the clutch pedal depressed I start to roll. I call AAA back, tell them I'm mobile again and that I'm going to drive the few miles to work. They wish me good fortune and indicate that they are there for me if I need them again. I made it to work without incident using the brakes sparingly. When I got out to check, I found that the rear brakes were quite warm relative to the front but not extremely so.

At work I quickly logged in to my computer and begin to address some the hot work-related issues left over from the previous day. In parallel I'm trying to rationalize why the rear brakes appear to be heating up. Master cylinder? Rear brake proportioning valve? Bad rear reinforced rubber brake hose holding pressure? Both rear pistons hung up from corrosion? Between a busy work schedule and being a bit sleep-deprived after having spent the previous evening packing and planning



for the New Glarus weekend, I decided it would be good to reach out to a club member to get their opinion. And so mid-morning I made a phone call to someone I knew who had experienced a brake dragging problem a few years ago. I was advised that their problem was because of a shuttle valve in the brake booster hanging up. Vacuum was being held so as to keep the brakes applied. While I was cautioned that my problem may be of a different origin, I rationalized that it would be easy enough to disconnect the vacuum line going to the brake booster. The pedal effort would be higher but the brakes could be applied and this would remove one possible source of dragging brakes. And so in our maintenance department, I found a small electrical wire nut that fit nicely in the end of the vacuum line and a cap plug to cap the fitting on the vacuum booster.

Shortly after 11 a.m. I left work with the confidence that if the brakes started dragging again I could either call AAA or slowly work my way home, stopping when necessary to cool things down. 🍀

(To be continued next month)

ICAMS Report (continued)

Also as in the past, there was a people's choice vote for the favorite cars on show. It was refreshing to see new people winning awards. Here are the winners:

Favorite Alfa Romeo:

- | | |
|--------------------|----------------|
| 1. Charles Zellner | 1974 GTV |
| 2. Jon Majdoch | 2015 4C |
| 3. Bob Ludwigson | 1962 Giulietta |

Favorite Ferrari:

- | | |
|-----------------------|----------------|
| 1. Glenn & Lynn Hanke | 1950 166 Inter |
| 2. James Fuchs | 1992 F-40 |
| 3. Phil Lach | 1985 308QV |

Favorite Fiat:

- | | |
|------------------|-----------------|
| 1. Tom Grosser | 1974 124 Spider |
| 2. Steve Krueger | 1975 124 Spider |
| 3. Brian Reiners | 2012 500 Abarth |

Favorite Lamborghini:

- | | |
|-----------------|---------------|
| 1. Greg Deuster | 2015 Gallardo |
|-----------------|---------------|
- (No other Lambos were registered)

Favorite other Italian car:

- | | |
|-----------------|--------------|
| 1. Scott Paton | 1972 Pantera |
| 2. Matt Mueller | 1974 Pantera |

Favorite Motorcycle:

- | | |
|---------------------|--------------------------|
| 1. Tony Avello | 2012 Aprilia RSV4 |
| 2. Martin Gutierrez | 2012 Ducati 848 EVO Café |
| 3. Brian Hauerwas | 2012 Ducati 1199 |

Vehicle representing the best in Italian Design:

Glenn & Lynn Hanke 1950 Ferrari 166 Inter

The weather was beautiful, plenty of spectators showed up to see a nice selection of cars, and donations to the Heart Association were substantial. In all it was a very successful show. 🍀



Old vs. new. Gained some weight, have we?



Ignazio Reina with Lynn Hanke at ICAMS



American Heart Association volunteers Michael Violette (with daughter) and Megan Wurz at ICAMS.



Jon Majdoch's 4C



Alfas lined up at ICAMS



Glenn and Lynn Hanke's 1950 Ferrari 166 Inter at ICAMS

Alfa News and Rumors

Gleaned from a variety of news sources.

- Following the introduction of the new Giulia QV last month, the Internet was alive with speculation on the various forms the new model could take. Artist's concepts of sportswagons, crossovers, coupes, and spiders proliferated. The Giulia sports sedan is to make its auto show debut this September in Frankfurt and less powerful 4-cylinder gas and diesel versions of the Giulia have been spotted testing. Search YouTube for videos of the Giulia under speed as well as posing for an ad shoot in Spain. Full production is still slated for this November, with early 2016 deliveries in Europe and a later intro in the U.S. I
- would guess that the major 2016 U.S. auto shows will have examples to show.
- It is fairly certain that an SUV based on the same Giulia platform will be the next major release in the series of new Alfas. FCA CEO Sergio Marchionne has been quoted as saying that the execution of Alfa's development plan is on schedule. The next new model is slated to go into production at the end of the first quarter of 2016 and is said to be slotted to compete with the BMW X3 and the Audi Q5 and could reach the U.S. early in 2017. Marchionne was also quoted as saying that FCA has spent 2 of the 5 billion euros slotted for Alfa's development. It was spent developing the Giorgio platform underpinning the Giulia, the new powertrains, and start-up costs.
- Further down the development path are the new large sedan, rumored to be named either Alfetta or 6C, and a larger SUV.
- Meanwhile, industry observers note that the two-door Mito is about at the end of its lifecycle but may get a restyle before it ceases production. No replacement vehicle is planned, at least not before 2018, but two new versions of the Giulietta are rumored to be in the works. 🍀

For more details, visit [Automotive News](#), [Quattroruote](#), and [ClubAlfa](#).

Alfa Auction Report for July

By Bob Abhalter

Sometimes it's difficult to find Alfas at live commercial auctions; other times it's easy. This July, [Auctions America](#) made it very easy for your correspondent, offering a total of nine Alfas for sale at its July 17-18, Santa Monica, California auction. Several were identified as coming from the Dioguardi collection, beginning with a **1974 GTV**, red, with tan upholstery. Claimed to be a 24,000 mile U.S. spec car, it nonetheless sported a set of Webers and Panaspport wheels. It



sold for **\$33,000**, despite the fact that the rockers had been painted black, often the telltale sign of quickie rust repair. Hopefully the winning bidder had a chance to go over those areas carefully with his magnet before bidding.

A similar **1974 GTV**, said to be a European specification car with 42,800 km., in red with black upholstery, in-period aftermarket wheels and mis-oriented c



1974 GTV, a rare reclining snake model

-pillar badges, was a no-sale at **\$23,000**, probably partly because it was not California emissions compliant.

From the same collection was a **1967 1300 GT Junior**. It sold for **\$19,800**. This was a red car with a jarringly white reupholstery and red carpets. The odometer registered 56,818 km, sported the later hat-type wheel centers, no trunk mat, and a wealth of other anachronisms and defects. No candidate for concours duty,

hopefully it was a good driver.



'67 Junior interior. How long will this stay clean?

A 90,000 mile red **1979 Spider**, reupholstered in black leather also sported the scary blacked-out rockers which served to enhance the inherent ugliness of the mandatory big black bumpers. The side mirrors were a later style and oddly positioned at a wonky angle. It sold for **\$6,000**.



My advice: Don't do this to your spider.

A nice looking **1959 Giulietta Sprint Coupe** sold for **\$60,500**. Said to have been restored sometime after its 1995 acquisition by the current owner, it looked very nice in its blue livery and gray cloth upholstery. It stood on the proper NOS Pirelli tires, the interior



sported a wood aftermarket wheel, and the single-carb engine looked tidy.

The five previous cars sold on Friday, while Saturday's offerings included four of the nicer Alfas for sale. First was a **1966 Duetto Spider**. A California black plate car, it was said to have received the award for best Italian sports car at the Greenwich Concours d'Elegance. Although the auction description doesn't say so, that award must have been earned a while back. Since then, its new owner reupholstered the seats in beige leather with red trim and fitted (poorly) a new white convertible top. The 87,777 km car had headlight covers, but aftermarket wheels and air cleaners fitted. It sold for **\$28,875**



A clean looking **1963 2600 Spider** sold at **\$82,500**. It was said to have the rare Weber carburetor option fitted at the factory. The only visible defect noted in the red Spider was the rather poor fit of the new tan upholstery.



If you wanted a pair of 106 series Alfas, you could have also bid on the white **1967 2600 Sprint** which sold for **\$34,100**. It looked pretty tidy but the clash of the blue leather upholstery and red carpets may not have appealed to some. The engine was fitted with Webers, but it's not likely this one came from the factory this way.



Finally, there was a **1972 Montreal**, in white with blue cloth inserts in the upholstery. Said to be a 2013 import from Italy, it looked to be in very good condition and might have been a good buy at **\$79,200**, but only if you lived outside of California, as it was non emissions compliant.



While there were some other Alfas offered at U.K. auctions in July, these cars were the only ones I found offered in the U.S. Of course, there are still plenty of Alfas for sale on line through eBay, Bring-a-Trailer, and Craigslist, and the AlfaBB, and given the time and space we might take the time to check some of those results in future articles. 🍀

(All photos: Auctions America)

Walter DeSilva to Replace Giorgetto Giugiaro as Head of Italdesign

Giorgetto Giugiaro, founder of Italdesign, has left the firm upon its sale to the Volkswagen group and will be replaced by Walter de Silva, according to www.motori.it. Giugiaro will retain a 9.9% share interest in the company.

Giugiaro, as a young designer for Bertone, gave Alfa Romeo some of the best closed car shapes ever, including the Giulia GT, and went on to pen the beautiful Canguro concept, the Alfetta GT, and the Brera, among many others. His designs graced significant offerings from many of the great car companies and also included industrial designs diverse as firearms and cameras. His 55-year career included work for Bertone and Ghia before the founding of his own firm, Italdesign Giugiaro, in 1968. The Volkswagen group purchased the firm in July.

De Silva, currently head of Volkswagen design, is expected to take over in September. He should be known to Alfisti as the head of Alfa Centro Stile from 1986 to 1999 where he was responsible for renewing the marque's brand language with such designs as the 156, the 166, and the 147, none of which we saw in the U.S. 🍀

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cars.

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Classifieds

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

For Sale

1987 Alfa Romeo Spider Quadrifoglio



Luxury trim package. Silver on gray leather including factory hard top, custom wooden MOMO steering wheel & gear shift, new tires, nose bra, bikini cover & full cover. Garaged, no winters, rust free original. Fun ride. Pulls strongly & idles smoothly. 37,240 miles \$15,000 O.B.O. Rockford, IL dek_cmk@yahoo.com

1985 Corvette

Red/Red, 4+3, removable hard top. 51k miles and stored inside since new. All original. Body and interior in great shape. This car is move-in ready and is a nice ride. Blue Book value \$12,000.

Contact: Jim, 262-642-5068 or jzyla@wi.rr.com

Two Engines

1987 2.5l from a rusted out Milano. Approximately 90k. Make Offer.

1991 3.0l S motor. Approximately 200k. Make Offer.

Steve Wirtz, West Bend, WI
262.306.8238 Home swirtz@charter.net

Parts - Make offer

Several Milano parts—Engine parts, oil pans, valve

covers, heads, small interior parts, hood, and sunroof. Don't have a Milano so I don't need the parts.

1974 Spider Hood, Cowl, Doors, Transmission and interior parts. New Left rear quarter panel and lower nose pan.

Steve Wirtz, West Bend, WI
262.306.8238 Home swirtz@charter.net

Spider Parts

Member Paul Ristow is closing out his stash of parts from '75-'79 Spiders, including bumpers, trim, aftermarket and NOS replacement parts. Following is a partial list:

- * Clutch Hose, Crank and Trans. Seals
- * Throttle cable and throttle rod ends
- * Distributor shield
- * Fuel pump
- * Trim parts for heater control
- * Trunk release lever with key
- * Aftermarket chromed pedals with logos
- * Hood rubbers



Contact Paul at 414.807.3675 or pristow44@yahoo.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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CLUB MEMBERSHIP is \$60 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/application.php>

