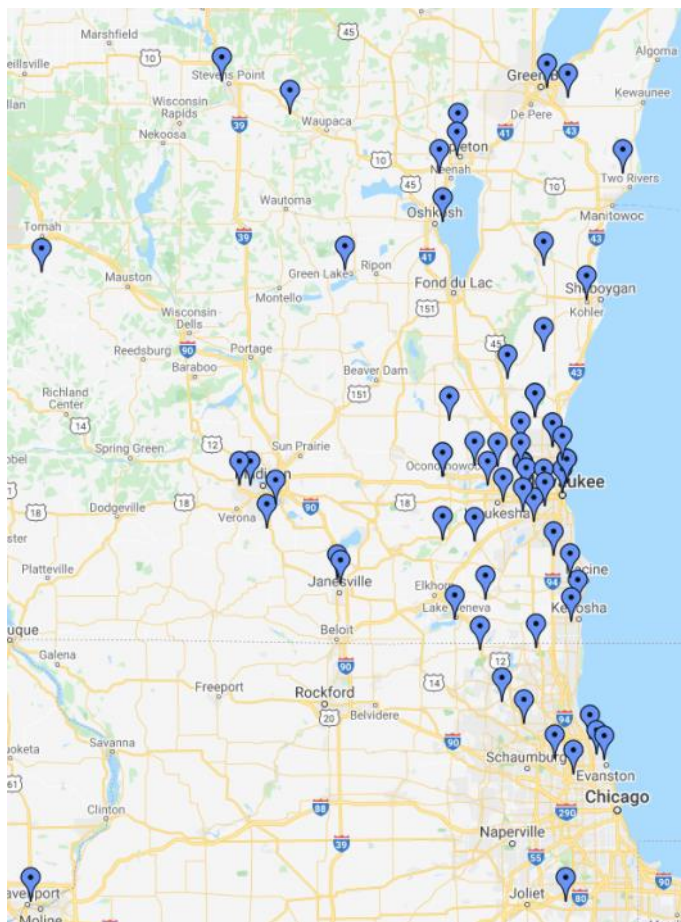


ALFANATIC



Who We Are - The AROC-WI “Census”



The map on the right shows the zip codes of our 76 dues-paying members as of November 1. As you can see, the majority of our membership resides in south-eastern Wisconsin, with the highest concentration being in the Milwaukee area. While most of our members reside in Wisconsin, we have plenty of Illinois members, as well as a member each in Texas, Missouri, and Oregon. Most of those “out-staters” have Wisconsin connections and most hold dual membership in their local clubs as well as AROC-WI. Our roster includes 19 dual or multiple memberships.

And we own Alfas. Some of us own several. Reporting ownership is optional so not all of our membership is represented, but of those who shared the contents of their garages, 18 reported owning multiple Alfas. Our 76 households admit to owning a total of 101 cars.

What cars do we own? Most of us own “classics.” We own eleven 101 Series Spiders and Coupes, three 2600s, and one 1900C SS. Cars in the 105 series are the most common. Spiders dating from 1967 to 1994 are prevalent, with 32 reported. We also own 16 GTs, three 105 sedans, 9 Alfetta/GTV6/Milano transaxle cars, and eleven 164s.

But we’ve also embraced the modern. There are a total of 15 Giulias, Stelvios, and 4Cs on the list. This bodes well for the club’s continuing presence in Wisconsin. We look forward to seeing many of you at future events. 🍀

In This Issue

- Club “Census”
- Early Club History
- Fall Fling
- Alfa Sales and New Model Names
- Events Calendar
- Classifieds



AROC-WISCONSIN—ORIGINS

Memories from the early history of our chapter

From the Archives—first published July 2013

By George Meikrantz (1941-2015), 1st president
29 Alfas, 6 Biturbos, 2 Fiat 128

In One Sentence

George moved to Grafton in 1970 from Michigan with a clean '68 Montecatini Green Duetto; joined AROC; read about AROC of Western Wisc. in mid-'76; ran into president Scott Romanski at Tosa Imports at 69th and North, learning 3/81 that the Madison group was folding; and drove to a Madison meeting at glitzy Sue Gustin's to get elected president and bring the focus to Milwaukee.

Networking

The first Alfa guy I met was Gary Wirth at Fourintune two blocks from our apartment; his '66 Spider had just been painted. He talked up fellow engineer Russ Whitford (a new maroon Alfetta and several Giuliettas in parts on the driveway) so I hung out lots on the east side and met other Alfa people, especially at Tosa Imports. I think I met Carol and Paul Neumann at the old Tosa location on 73rd and North. In those years—pre International, etc.—there were lots of stops at the dealers; there was the convenient for me—Millrace Motors in Thiensville (Jags, Volvo). Resource Tom Zat was in Edwardsville, Ill., and Jim Kauffman was in Green Bay; Gary had a needy Giulietta coupe so we and Russ drove to G.B. and saw tons. Other resources were O'Reilly's on Brady St., a killer machine shop, and MP Enterprise on North Ave. We reached out to the Chicago people—Knauz

was the big time dealer; later in the '70s, Russ and I drove to two tech sessions in Geneva, Ill., at Rex Chalmer's Alfa/Saab shop. We met Jim Huff shivering in a silver GTV—October, Road America. The four of us formed the initial core—Russ, newsletter; Jim, treasurer; Gary, events.

Events

My earliest memory was four Alfas in the '70s (1972?) on my horseshoe driveway; neighbor Dave Uihlein saw us but didn't stop that day. Very soon, we met by the river in Estabrook Park adding Carol and Paul Neumann. Bill Paul owned the "race car garage" on Weill and Concordia, so many hung out there, and, of course, we frequented the new Tosa Imports on 68th and North.

Steadily, lots of Alfa people were forming a network and friendships, with lots of tech events. Tech sessions were always well attended, with Gary, Russ, Jim, and yours truly having lots of dirty nails with "projects," dentist Jim Herman excepted. In Cedarburg, we had a so-so dyno session at Kreuger's but lots of conversation; the attempt was worth it. The Fourintune techs/visits (10?) were always first class due to Tom Kovak's knowledge and high standards. Tom Schmock drove his newish cool red Milano to his first event. We were preaching gearbox lube, so Tom got a free change and magnetic plug inspection!

My number one tech event/visit memory was Rick Bunkfeldt—Ferrari and Alfa 8C 2300 engine rebuild-er. Extraordinary! Dave Uihlein's wife's Bugatti was getting some exotic voltage regulator work done.

2021 Local, Regional, and International Events Calendar

Something missing? Send dates for events we've missed and we'll include them in the next calendar. email: rabhalter@att.net

2022

January 14-17

March 6

May 6-7

May 8-18

June 11-12

August 20

August 21

August 28

AROC Winter Retreat, Palm Desert, California

Amelia Island Concours d'Elegance, Amelia Island, Florida

AROC-WI Das Kurze Klausenrennen, New Glarus, Wisconsin

AROC Goes to Italy Tour

24 Hours of Le Mans

Concorso Italiano, Monterey, California

Pebble Beach Concours d'Elegance, Pebble Beach, California

Geneva Concours d'Elegance, Geneva, Illinois

Our first big real, official, event was a rally on the Holy Hill roads, ending at a quiet bar on Lake Keesus. The Chicago people rented Road America in the fall—a solid Wisconsin turnout. Our first banquet in December at the Milwaukee Yacht Club became our long-term very popular venue. (Russ's boat was named Veloce.) We started our AROC-Wisc. Italian car show at Mount Mary College—same scenic location as the CCCA.

At Kalt's we showed the awesome Shell racing movies. We visited Ray Summerfield's three great times and Rex Chalmers ten impeccable times. We attended the showing of new Alfetta, GTV6, and Milano models at Reina's shops. We staged a brunch at Hubbard Park Lodge and summer dining at Weissgerber's Seven Seas as well as picnics at the Masonic Home in Dousman. The club made many stops at Brook Stevens' Museum in Mequon due to the easy access, the red Alfa 8C 2900B Mille Miglia, and the savvy car people. We were shocked when we learned of the plane crash that took Jim Hewett as he was returning from the '81 Alfa national convention in Detroit. Jim, owner of a cool red Alfetta sedan, was a brain who worked for Brooks. Our lowest ever event turnout—my idea of S.C. Johnson's Golden Rondelle Theater in Racine—three showed.

Driving

The New Glarus Hillclimb started in 1988. This was a Tom Caulfield creation—tons of ideas, organizational skills, exceptional contacts, and a true gentleman. In '91 Brian Brunkhorst brought his 8C 2300 Monza, worth \$3 to \$5 million. Dave Uihlein brought his a few years later. Note John Julian's Bentley in the photo. Interesting classic!



George with Brian Brunkhorst's 8C 2300 Monza at New Glarus in 1991

We had drives to visit Tom Zat/Alfa Heaven in Aniwa and staged AROC-Wisconsin gymkhanas (Lindy Jacobs brought a Chevy V8 powered orange Falcon!).

Jim Huff organized rallies. Bruce Gillman organized several drives west of Madison. Tom Schmock's events ended at the Blue Moon. George Stauffer organized three jaw-dropping rides. Colin ran three mega-interesting rides to quality places. (Ask him about "tweaking" my Spica adjustments when he was 17.) We enjoyed brats and Italian beer at the R/A Historic Races and the Chicago Fall Challenge, especially the touring sessions. There were other miscellaneous rallies and the 1995 drive to Jim Kaufman's shop in Green Bay in my two pristine injected Biturbo Spyders.

Show 'N Tell

We visited Dave Uihlein's three or four times with *huge* attendance! There was always a "collection" at Jim Kaufman's. We visited Alfa Heaven, George Stauffer's, and Smokey's warehouse; saw Tom Caulfield's Ferraris & Duetto and the Janesville body shop. Al's GT Motors was an eye-catching extravaganza. Madison Alfa dealer test drives were a treat, and, of course, ICAMS at Reina—impeccable food, venue, and overall attention to detail. A visit to Ferrari restorer Motion Products in Neenah was like visiting nirvana.

"George's Garage" evolved into a club event. Gary Wirth picked up on the considerable Alfa stuff going on in my garage, and we thus had lots of tech events, both impromptu and scheduled. We held a kind of open house/Sunday coffee. Al Pinkowsky worked out of it the summer of '90. My place was a hangout spot for years. We even attracted passers-by. Club-wise we could do anything. It appealed to my educator brain, and, due to my being in control, we had a high involvement of others which was my goal.

Next Chapter

I got sick and stopped driving about 2000. Crazy-busy Gary Schommer and fellow educator Janice Ziglin took over leadership and the newsletter for many years doing an exemplary job. 🍀

The story continues: Gary "retired" as president in 2017 and Steve Wirtz took the helm. ICAMS and the New Glarus Hill Climb event continue to this day.

Alfanatic Attends the Fall Fling

By Bob Abhalter

Eureka Springs is a picturesque tourist destination situated in the Ozarks of Northwest Arkansas. Founded in 1879, its springs were once thought to have curative powers, a notion that the city fathers exploited with notable success. Today Victorian-era homes, art galleries, restaurants, clothing and curio stores line the narrow, curvy streets. The town is a mecca for vacationers, shoppers, and drivers attracted to the area's twisty roads.

Your editors thought it would be a good idea to delay the onset of fall with an early November trip to the Fall Fling, a popular and long-established event in Eureka Springs hosted by AROCOK. We were among the 37 people registered for the Nov 5-7 event. We split the 640-mile drive with an overnight stay in St. Louis, and the next day joined three couples from the St. Louis club for the drive down.

After a Friday of shopping and catching up with our friends' lives, the event—this year's theme was the *Alfa Strain*—began with a Friday night reception and more socializing.



Saturday dawned crisp and clear for the featured 79-mile drive down state route 23, including the *Pig Trail*, 19 miles of twists, turns, hairpins, and

elevation changes, a magnet for sportscar drivers and motorcyclists of all stripes. Our destination: the Oark, Arkansas, General Store. Oark is a wide spot in the road a few miles off the main highway. The store once prepared food on a Weber grill for its few visitors. It now it does a roaring business from its full kitchen, catering to *Pig Trail* drivers, riders, and miscellaneous tourists. Heading back north to Eureka Springs, we finished the exhilarating drive with a late lunch at a state park pavilion, reconvening that evening at the hotel for trivia games and door prizes.

Sunday morning brought a driving skills test and concours. Ever drive blindfolded? It's a unique experience. Your navigator tells you where to go and when to turn to navigate the abbreviated slalom course in



Ralph let me drive his Giulietta blindfolded!

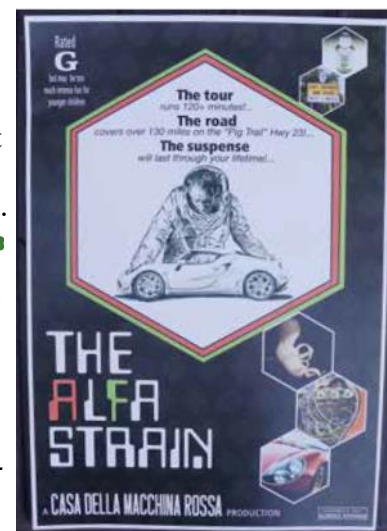
the hotel parking lot. It's a treat for spectators as well. We observers got a kick out of watching the navigators using hand gestures to tell the blindfolded drivers what to do. Everyone had a great time. The concours was a people's choice event with separate classes for old and new cars. Entries ranged from Ralph Coldewe's 59-years-owned, 411,000 mile, 1959 Giulietta Spider to Kevin Gardner's spanking new Giulia Quadrifoglio with delivery miles. Both took the top awards at the concours, along with closed-car winner David Simmons' Montreal.

The awards brunch was the closer. The attendees were nice enough to select our White Giulia TI Sport second in the Nuovo class. We also were recognized as having traveled furthest to join the event, edging out a couple who came from Pensacola (they traveled a little further, but not in an Alfa).

As we set our sights for home, again via St. Louis, thoughts wandered to holding a similar event in Wisconsin. It would be quite doable and wouldn't be an overwhelming task to organize. Thoughts about a venue and possible time slot are welcomed.

P.S.

On the way home, I decided I had enough space in the garage for just one more Alfa. I scratched that itch in St. Louis, but that's another story for another time.



AROCOK's Scott Fowler designed the event poster.

Alfa Romeo Q3 Sales Lag vs. Last Year, Still Ahead for Year

On October 1, FCA released its third quarter U.S. sales report. Alfa Romeo sales for the quarter were down 10% versus the third quarter 2020. Year-to-date 2021 sales are still running 14% ahead of 2020. See the table below for details.

“While the various supply chain issues facing our industry continue to impact available inventory, we know the demand for our vehicles is still there,” said (FCA’s) U.S. Head of Sales Jeff Kommor. FCA’s U.S. Sales were down by 19%, overall. In this context, Alfa Romeo’s 10% decline looks pretty good.

Alfa Romeo 3rd Quarter U.S. Sales

Model	Curr Yr	Prev Yr	% Change	Curr Yr	Prev Yr	% Change
Giulia	1,830	2,192	-17%	6,114	5,643	8%
4C	9	21	-57%	76	92	-17%
Stelvio	2,690	2,843	-5%	8,003	6,758	18%
Total	4,529	5,056	-10%	14,193	12,493	14%

2022 Giulias Change Up Model Names, Add Features



For 2022, Alfa Romeo has introduced new model names for its Giulia Line. Gone are the Base, Ti, and Lusso designations. The new lineup consists of the Sprint, Ti, and Veloce. The Quadrifoglio remains the Quadrifoglio. To translate between the former and latter model designations think: Sprint = sporty Base, Ti = Lusso, and Veloce = Ti Sport. (I still can’t figure out why Alfa uses Ti rather than TI as its model designation. TI stood for Turismo Internazionale and was first used for sporting versions of the 1900 series, and

later for models of the Giulietta and Giulia berlinas. I’ve got no idea what Ti is supposed to stand for. If you know, please advise.)

All models add as standard the advanced driver assistance system (ADAS) that includes active blind-spot assist, active cruise control, lane departure warning, automatic high-beam headlamps, and front and rear park sensors. The package, which was previously available as an option, is now standard. New are the optional extra ADAS features which add “level 1 and 2 autonomy and (a) high level of safety and security content,” basically designed to keep you on the road and awake. One might question the utility of these features in a “driver’s car,” but everybody’s doing it, so I guess Alfa has to match features to stay relevant.

New exterior colors are offered, but my favorite Trofeo White tri-coat is gone. Interiors are limited to Black and Saddle Brown. Sports seats are available in Black or Red. Gone is the crema interior that looked so nice in certain Lusso models, but you can still order Sparco racing seats for your Quadrifoglio.

Interior upgrades add more leather trim, available wireless phone charging, and a host of new technology added to the infotainment system. One can only hope it all works better than the dreadful info systems offered in the early cars.

So the way I read this, most of the things formerly offered as optional extras are now standard across the line. Some new electronics have been introduced. The options list is much shorter, resulting in a much simplified ordering process.

Judging from cars available at area dealers, MSRP are now in the \$50,000 to \$55,000 range, about what a fully optioned car cost in 2017. If you decide you want one off the lot, you’ll have to travel. Local inventory is sparse. Palmen and Bergstrom have none and International has only one. The pickings at Chicago-area dealers are much better. In my opinion, if you are in the market for a new sports sedan, the Giulia is still one of the most exciting available. 🍀



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

Miscellaneous Alfa Parts for Sale

- 2 ea. V6 valve cover sets
- 2 ea. v6 lower sumps
- 1 ea. V6 rear bell housing
- 1 ea. V6 Oil pan complete
- 1 ea. Spider Oil pan complete
- 1 ea. 4 cyl valve cover
- 4 ea. Bosch intake vanes
- 2 ea. Spider Idler assemblies
- 1 ea. Spider driveshaft
- 2 ea. Bins of 74 spider parts
- 1 ea. Spider Clutch disk New Valeo
- 2 ea. Spider Transmission
- 1 ea. Spider transmission without Bell housing
- 2 ea. 74 spider doors
- 1 ea. Left rear quarter panel new for 70's spider
- 1 ea. lower nose panel 70's spider New
- 1 ea. 4 cyl Engine mount for engine stand
- 1 ea. Sperry Head with 11mm cams
- 2 ea. Spider 2.0 Crankshafts
- 2 ea. European 4 cyl cast y exhaust manifold set
- 1 ea. European 4 cyl 40mm carb intake with mounts
- 1 ea. European 4 cyl 45mm carb intake without mounts

For more information, email Steve Wirtz
(swirtz@charter.net)
Any reasonable offers

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






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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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