

ALFANATIC



Fall Color Tour Saturday, October 15

**Starting Point
Holy Hill Lower Parking Lot
1525 Carmel Rd, Hubertus, WI 53033
Departures Starting 9:45 a.m.**

Contact Gary Schommer at alfaman@wi.rr.com, or text him at (414) 418-0879 if you plan to attend.

Join us for a relaxing drive through the beautiful Southern Kettle Moraine. Directions and a map will be provided. The tour will finish at the Mine Shaft restaurant in Hartford no later than 12:30 p.m.

After lunch, we'll visit the Wisconsin Auto Museum, 147 N. Rural Street in Hartford. It is Wisconsin's largest auto museum and features a variety of vintage autos, including a large collection of Wisconsin-built Kissels.



In This Issue

- Fall Color Tour
- New Shorts
- David's Dino
- Classified Ads

AROC Wisconsin Fall Color Tour

Join us on Saturday, October 15, for our Fall Color Tour. Enjoy a relaxing drive through the beautiful Southern Kettle Moraine. This is a low key event, not a rally, and although there may be some questions, there are no trick questions. Sufficient time will be provided to stop for photos, stretch your legs, and visit some of the shops in Hartford before joining us for lunch at the Mine Shaft restaurant.



Departures will begin at 9:45 a.m., starting from the Holy Hill Church lower parking lot. Departures will be spaced 3-5 minutes apart. Directions and a map will be provided. The tour will finish at the Mine Shaft restaurant no later than 12:30 p.m.

After lunch, join us at the Wisconsin Auto Museum, located at 147 N. Rural Street in Hartford. It is Wisconsin's largest auto museum and features a variety of vintage autos, including a large collection of Wisconsin-built Kissels.

Please contact Gary Schommer at alfaman@wi.rr.com, or text him at (414) 418 0879 if you plan to attend. 🍀



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

October 15	AROC-WI Fall Color Tour
October 16	Italian Happening (popular Italian car and bike show) Rochester, MI
October 20-24	AROC Goes to the F1 USGP, Circuit of the Americas, Austin, TX
2023	
March 3-5	The Amelia (Concours), Amelia Island, Florida
May 5-6 (T)	Das Kurze Klausenrennen, New Glarus, WI
June 5-15	AROC Goes to Italy
June 17-20	AROC-USA Pre-Convention Tour, Asheville, NC
June 21-25	Alfa del Piemonte, AROC National Convention, Concord, NC

CAROC Happenings

Area Alfisti have been invited to participate in Chicago's **Columbus Day** parade, Monday, October 10. Cars will assemble around 10:30 a.m. for a 12:30 departure. A buffet lunch is planned following the parade. Pre-registration is required. Visit the CAROC.com website for details, or email Doug Clark (mgtbc@sbcglobal.net) for details and further entry information.

Hartford and the Kettle Moraine are popular destinations for tours. The **CAROC Fall Tour** will visit the area Sunday, September 23, the weekend after our own color tour. The start point will be in the neighborhood of Rand and Dundee Roads, assembling around 9:00 a.m. For more information, email Dennis at dsbert4978@aol.com.

Chicago area restorer **Autosprint** (5259 W Addison St, Chicago, IL 60641) has invited club members to visit their facility Saturday Nov. 5, at 9:00 a.m., for an open house. The Italian car specialists will discuss preparation for winter storage. Refreshments will be provided. RSVP is required. Email Doug Clark, mgtbc@sbcglobal.net by November 1 to confirm.

Track Days

David Ziglin dropped us a line following his recent track day experience at Blackhawk Farms Raceway:

As you know, Bob, track days are becoming more popular; some subdivisions are including race tracks. I wonder if you might review that option.

Blackhawk Farms offers track days on Wednesdays. Even Road America offers Track Days. Car clubs that reserve the track also accept non-member participation.

I wonder if club members might be interested or enticed. Of course, the Porsche Club finds it appropriate to reserve the track for its members. Likely we do not have quite so many Porsheites as we have Alfa Romeo track activists.

Of course, even your Great Aunt's hand-me down Lincoln Continental is eligible. HA! That I would love to see.

The [BFR Web Site](#) has an on-track video.

Any interest out there?

Road America Dates Released

Road America recently started advertising 2023 season passes. The major events on next year's schedule include:

May 19-21	SVRA Vintage Weekend
June 2-4	MotoAmerica Superbikes
June 15-18	NTT Indycar Series
June 23-25	SCCA Chicago Region June Sprints
July 7-9	TransAm Speed Tour
July 13-16	WeatherTech International Challenge
July 27-29	NASCAR Xfinity Series
Aug 3-6	IMSA Sportscar Weekend
Aug 18-20	Fanatec GT World Challenge
Sept 15-17	Ariens Art on Wheels (VSCDA)

More info on [their website](#).

Anyone You Know?

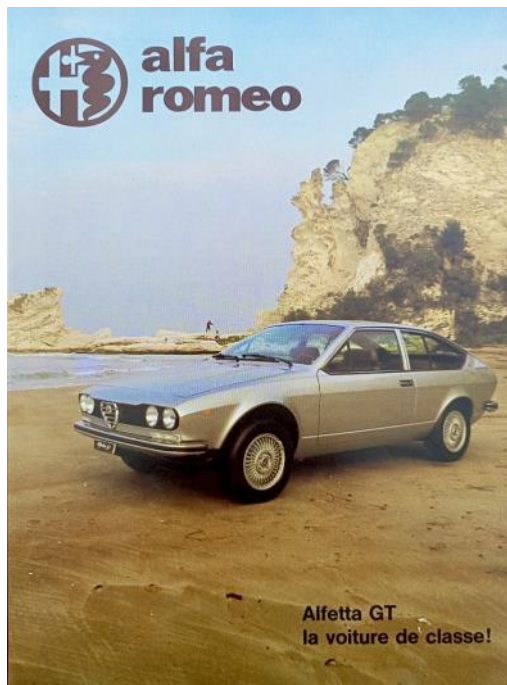
President Randy Swanson found the following snippet in ex-president Steve Wirtz's files. It's from the letters to the editor in the December 1967 issue of *Road & Track* magazine. Could this item have been submitted by one of our longer-term members?

Insults shared

I have found your European coverage to be the best around, due mostly to Henry Manney and his able sidekick Geoffrey Goddard. Their style makes one feel as if he were right there, being insulted by the gendarmes too.

Milwaukee, Wis.

Thomas Tefelske



Thanks to John Chowaniak

David's Dino Story - (or Al to the Rescue)

By David Ziglin

Just to preface, this is about Al Pinkowsky, our tech advisor, so hang in there: It begins with an irrational act but not by Al. Hardly. Now there's an interesting question; is an act we call irrational really irrational after all? Hmmm.

All of us have this mental car projection place in our heads that allows us to see ourselves driving, driving oh..., a BRG 1950 XK 120 with alloy body and a triple SU carburetor setup with the big engine, driving through the Kettle Moraine. (I have blood-pressure-raising horror stories I will keep about XK 120 Jaguar ownership. Criminality and lawsuits were at the heart of them. Imagining a 1930s 8C is more comforting.)

One day long ago I had come upon a photo of a 1969 Dino GT. It had knockoff wheels. That's all I knew; there was no accompanying text. Later I learned that it had alloy panels and other details not included after '69. It was Ferrari's first step in his evolving idea of a Dino, and it was permanently appearing on my fantasy projector screen. The '69 Dino was an offshoot of the 206 race car. The Dino was named after Enzo's son after his early death. An awareness and longing for the first production Dino never left me.



David's Dino 246GT

After that long ago image of the 1969 246 Dino (2.4L 6 cylinder) kept leaping to mind, I realized that I could easily imagine a purchase of this car because I could never pull it off, maybe an irrational act in any case. Fantasy fun. First, the 1969 Dino was rare. Very few were made. I'd never find one –never. After that briefly produced L type, Enzo very quickly took another step in Dino production. *Un altro passo*. All steel, bolt-on wheels, an accessible generator. Never again, not once, did I see even a photograph of the '69. And those writing about the Dino seemed not to

be aware of it, and skipped it in discussing Dino history. But it was my definition of a Dino, the one I would buy if I bought one. Ha.



The 2006S Dino Berlinetta Competizione

A few years ago the later-production Dino Spider was the car for which Americans went mad. "Yes, the GT is prettier," said one owner, "but they can't see you in a GT." Only on one obscure place in the engine bay did the word Ferrari appear. However, owners commonly attached Ferrari logos to the body. Right. Did they buy a car or a logo?



1974 Dino 246GTS (Bringatrailer.com)

Of course, following the car market can sometimes put reality in clear focus. I got it. If I were to own such a car, I would have to act now before the irrational became the utterly impossible. Janice and I work in close union, and so I make no important decision alone. This way I can, if necessary, share the blame. But this was on my insistence. Any blame would be all on me. My presentation to Janice was prefaced by the fact that I would never find an L type Dino so she need only humor my insistence. I even talked to a specialty auto dealer friend about my fantasy purchase and what was happening in the auction houses where Dinos were selling for nutty prices. A

perfect—perfect mind you—Dino Spider went for \$600K. A '69 never appeared. "Wait a minute," said Tim, "I vaguely remember that car." Did it have alloy panels? That's Tim all right.

I got a call from Tim one morning several weeks later. An East Coast classic car dealer just took over his father's business. He called Tim to suggest he see his new website. Ordinarily this would not be of any interest to Tim as he was trading exotica with no need for websites. But he called it up. The website featured a 1969 Dino. What!? Tim called the seller immediately and bought the car for us. We were suddenly committed. We had actually procured a Dino before the market totally lost its mind. Tim advised that this was not a dealership that made deals. I understand that the dealer's phone rang all day from everywhere, car guys ready not to deal. Janice was no obstacle whatever. We were now looking at other practical hurdles like financing. Clearly, it was now or never. That was some years ago, I am surprised to realize.



The car would draw a small crowd at Walmart and restaurants and even on the road where I could hear distant voices shouting from their cars. However, it seemed that nearly every time I planned to drive the car it rained enough to fill the pot holes in my quarter-mile gravel driveway. Then there were the endless projects taking up all of my time. Simply, I was rarely driving the car and it haunted me. Dino-Guilt. What would Enzo think? However, last week I readied the Dino for the road and damned the projects. The car started easily even after its too long hiatus. However, the transmission was frozen.

Years before I found a generator belt impossible to change after using all my tools along with some invented gizmos. (A first run Dino, remember?) Even Guru Al had no magic wrench. Al took lots of parts out of the engine bay and replaced the belt. A huge job. Later Dinosaurs had an access panel in the trunk—a

vital step. When the transmission suffered the common synchro crunch, Al rebuilt it. The Dino transmission gods were looking after me. The gears were pristine.

When my transmission froze, I called Al. He discussed several possibilities to account for the frozen transmission, all likely resulting from non-use and the passage of time in Wisconsin. The Dino was originally a California car. I told Al to expect a delivery of my Dino to his shop. Wait a minute. Did I try to shift the transmission while the engine was running? Yes. Try it with the engine off. Yes! That did it.

However, when I started the car with the clutch depressed, it leaped forward. But after a bit of pedal play, the clutch released. Even a balky reverse gear engaged easily. Good to go. No flat bed necessary. Thanks, Al. Once again I can expect to draw a crowd at Walmart. A mundane place to show a car but what the hell. Al's advice to me was, drive the car.

The car had once been modestly repainted and was begging for a redo. Yesterday I had the Dino at S&S Research and Technologies in Genesee to talk about a paint job. Two groups of young car guys pulled over their cars and then surrounded the Dino. Their cameras clicked even after I was on the road going home. The appraiser asked if these were my friends. I said, if they are here to see my car, they are my friends.

The worn synchros were frustrating at best. The frozen transmission frightened me. The impossible generator belt nearly provoked tears. Simply, it feels good to know that Al is in his shop and at his phone. An impossible removal of an oil filter was made oh so simple after talking to Al. And so, Al, best wishes, and we'll be driving the Dino.



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

Jim Thiel is looking for a new home for his red **1982 Spider**. He's had it since 1989 and is the third owner. The car has traveled a little more than 67,000 miles and has always been garaged during Jim's ownership. The paint is original and the top in good condition, with a clear back window. According to Jim, the tires are in good shape. He says the leather seats and the dash have no cracks. If you're interested, you can contact Jim by email at jthiel28@wi.rr.com

Gary Tree is still 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

Pour Alfa Romeo
la beauté passe après
les performances
et la tenue de route

Etc'est logique! Une automobile est faite avant tout pour rouler et, qui plus est, quand il s'agit d'une Alfa Romeo, pour rouler très vite. Aussi tout doit-il se fonder sur les exigences de la mécanique et de l'aérodynamisme: sur la route le comportement de la voiture, l'agrément de conduite comptent infiniment plus que la beauté de la carrosserie.

Techniquement, la Giulia Sprint GT est une réussite parfaite: sa vitesse de pointe (180 km/h), ses accélérations (kilomètre départ arrêté en 34"), son freinage puissant (4 freins à disque), son grand confort intérieur et, bien sûr, sa tenue de route en font une Grand Tourisme exceptionnelle, sûre, rapide, agréable à conduire, nerveuse et bien équilibrée.

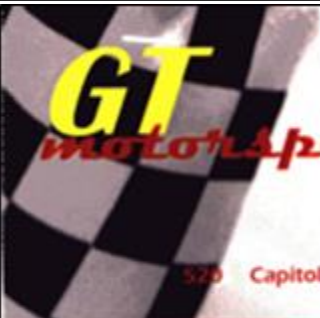
Ce serait suffisant pour faire une «belle» voiture mais la Giulia Sprint GT offre plus encore: son dessin d'une admirable rigueur, sa ligne puissante et sobre d'une élégance rare sont la preuve que la grande beauté n'est pas incompatible avec les hautes performances. Il y a une Giulia Sprint GT à votre disposition chez tous nos concessionnaires: ne vous refusez pas le plaisir d'un essai...



Société Française Alfa Romeo - Magasin d'exposition: 130 Champs-Élysées - Centre d'essai: 25 rue Cardinet - Tél. 221 81 30
200 points de vente et service en France; 1200 en Europe.

alfa romeo

Another from John Chowaniak




GT Motorsports

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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.

SCAM WARNING

No one legitimately representing AROC-WI will ever contact you to request you purchase gift cards or otherwise loan money on behalf of the club or its officers. Any such request should be presumed to be fraudulent.

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