

ALFANATIC



Next Event Cooper Technica Open House 19235 84th Street, Bristol, Wisconsin

**Saturday, December 9
9:00 a.m to 12:00 p.m.**

Cooper Technica, Inc. specializes in complete restorations of rare and valuable pre-WWII and early post-war European automobiles. Workshop facilities include a complete machine shop, wood shop, and sheet metal shop, as well as an extensive historical library.

Current projects in restoration include a 1942 Alfa Romeo 6C2500 Super Sport Cabriolet custom built during the war for German Field Marshal Wolfram von Richthofen, a 1946 Alfa Romeo 6C2500 Super Sport Cabriolet with a unique design by Pinin Farina, three Bugatti Type 57 cars, a post-war Talbot-Lago, and a recently completed 1938 Peugeot 402 Darl'mat competition roadster.

You don't want to miss the opportunity to see to see this remarkable restoration facility and learn more about the history of the unique classics being brought back to life!



1942 Alfa Romeo 6C2500 in the 1948 Mille Miglia arriving at the Firenze checkpoint

Lunch Following

**75th Street Inn
26229 75th Street, Salem, WI**


**RSVP by 12/6 to Gary Schommer
(414) 418-0879 or
alfaman@wi.rr.com**

Please let us know by 12/6 if you plan to attend and whether you will be joining us for lunch.

About the Cooper Technica Visit

Cooper Technica was founded in Chicago in 1989, and relocated to Bristol in 2017. When it was still at its original location, Gary Schommer and I attended an event there and were impressed by the work they do. Now that they have relocated to Wisconsin, we have a wonderful opportunity to visit. Kudos to Gary for arranging it! You will be impressed by the amount of research and effort expended to resurrect these


pre- and immediate post-war gems. Visit Cooper Technica's [website here](#) and the [Facebook page here](#) for more background. Cooper Technica also operates a facility in Lyon, France. We are fortunate that owner David Cooper will be available to host our visit.

Interested in vintage bicycles? So is David Cooper. In addition to the cars under restoration, you will see his collection of custom-made vintage bikes. Bikes have been a theme over the last couple of months. First, drivers on our Fall Color Tour saw the motorized versions in the fabulous motorcycle collection at the Throttle Stop in Elkhart Lake. Now, visitors to Cooper Technica can view some exotic hand-built people-powered cycles. 

Some General Directions

Though most of you will probably use your GPS or Google maps to find **Cooper Technica**, I thought those brave souls who want to do it the old way might appreciate some directions. The Cooper Technica building is located in an industrial area in the town of Bristol, south of Wisconsin Route 50 (aka 75th Street) and East of US 45 (200th Ave.). From the Milwaukee area, it's likely your best bet is to take I-94 south to the Route 50 exit and head west to US 45. Go south on 45 to County AH (83rd St). If you've passed the Bristol 45 Diner, you've gone too far. Turn left on AH to 196th Avenue. Turn right. 196th turns in to 84th Street. You'll find Cooper Technica on your left.

Lunch will be at the **75th Street Inn**. We have a noon reservation and tables reserved for us as "The ALFA Group." They are set up to provide separate checks. Click [here](#) for the menu.

To get there from Cooper Technica, follow 84th Street/196th Avenue to 83rd street, to U.S. 45. Turn right and head back to WI 50. Go west (left) on WI 50. Total distance is 5.6 miles. The Inn is on your left. 

Local, Regional, and International Events Calendar, 2023 - 2024

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

2023

Dec 9

AROC-WI Visit to Cooper Technica, Inc, Bristol, Wisconsin

2024

Feb 29—March 3

[Moda Miami](#) 2-day Concours event

March 3

[The Amelia Concours d'Elegance](#), Amelia Island, Florida

May 3-5

AROC-WI, Das Kurze Klausenrennen, New Glarus, WI

May 17-19

SVRA Vintage Festival Weekend, Road America

May 29-June 2

AROC-USA, Alfas by the Lake 2024, Petoskey, Michigan

June 5-15

AROC Goes to Italy Tour (See AROC-USA Website)

June 6-9

NTT Indycar Series, Road America

June 15-16

Le Mans 24 Hour Race

June 21-23

WeatherTech Chicago Region SCCA June Sprints, Road America

June 28-30

Trans Am SpeedTour, Road America

July 11-14

WeatherTech International Challenge with Brian Redman, Road America

August 2-4

IMSA SportsCar Weekend, Road America

August 16-18

Fanatec GT World Challenge

August 18

Pebble Beach Concours d'Elegance

August 25

[Geneva Concours d'Elegance](#), Geneva IL

Sept 13-15

Ariens Art on Wheels Vintage Weekend Featuring VSCDA

Fall Color Tour 2023 Report

By Bob Ludwigson

As summer turned into fall, AROC-Wisconsin held its annual Fall Color Tour on October 14. This year, the tour started at Cabela's, a sportsman oriented store located in Richfield. Although the weather was cloudy with occasional drizzle, seven cars showed up! Several of them were new Alfas and it was good to see new faces driving those cars.

The tour headed north and soon entered the Kettle Moraine forest, which contained miles of curvy sports cars roads. Your reporter was passing through this area and lo and behold, the sun came out! I was able to snap a few photos of fall color in the sunlight.

To break up the trip, a stop at the Henry Reuss Ice Age Visitor Center was included in the tour. Just north of the center you could see the Dundee Kame, left over from the last ice age. The tour then passed over several of the roads that were used in the Elkhart Lake road races held in the 1950s. Finally we arrived at the Throttle Stop, a business selling and refurbishing collector cars. (Editor's note: Throttle Stop also has a fantastic collection of motorcycles.) Our tour concluded with a delicious lunch at the Lake Street Café.

The tour was fun, and I am looking forward to next year's tour. 🍀



Clockwise from top:

The tour group assembled at Cabela's

Bob L. stopped to admire the colors

Part of the Throttle Stop collection

The group at the Lake Street Café,

A sunny moment along the route

The Dundee Kame viewed from the visitor center

photos: Bob Ludwigson

AROC Goes to the U.S. F1 Grand Prix

Your editors joined the AROC-sponsored tour to the U.S. Grand Prix at the Circuit of the Americas in Austin, Texas, Oct 19-22. The trip was organized by Steve Austin's Great Vacations, arranger for the club's acclaimed trips to Italy (we'll be going next June). President Cindy Banzer was Den Mother to our group of 47. Steve did a great job providing for us and managing the things he could control.



One uncontrollable was the anticipated Thursday pit walk. Prior to our arrival, COTA's management told Steve that our group would not be admitted, but then mere days before, the track had a change of heart, leaving our group without organized transportation. Fortunately, some tour members drove and Ubers were available so those that wanted to had a way to get to the track. We joined a few thousand other pit walkers and no one bothered to check our tickets. Go figure. A couple of lucky members got Bottas and Zho to autograph the Alfa Romeo banner they brought with them. Daniel Ricciardo zoomed by on a scooter. Lando Norris posed for a team photo commemorating his 100th race. Lance Stroll strolled by practically unnoticed. The Alpha Tauri team practiced their pit stops. All good stuff.

Our hotel, the downtown Sheraton, was a bit of a work in progress—literally—as it is being remodeled and access to public areas was restricted. Still, it was plenty good enough for us and the Williams team who was quartered there.

Usually, Austin in October tends to be temperate. Not so this year. Our group had to contend with temperatures in the upper nineties throughout the weekend, making treks around the track a bit more challenging. And trek we did, as our chartered bus was forced to

park somewhere in the next county, or at least it seemed so. The Steve Austin signature red jackets, emblazoned with owners club emblems, were of little use in the hot dry weather, but we did wear them for Sunday night's group photo.

Anyway, we saw plenty of action from our Turn 1 grandstand seats. American Express provided complimentary radios permanently tuned to a radio station that carried the F1-TV feed of the race. Food and drink was abundant and not all that pricey, considering. There was plenty of sideshow action, with driver appearances, sponsor booths, and bands playing continually between races. Support races were the Porsche Cup semi-pros and the F1 Academy races for aspiring young women. The vintage race program included the F1 Masters. We had access to two name-act evening concerts but gave them a miss. Weekend attendance was only 432,000, down from last year's record of 440,000. Steve arranged a delicious Stiles Switch barbecue dinner, and he and Cindy provided their personal bits of entertainment, as well as door prizes for the drawings.



So, was it worth the trip? Sure! Nothing beats being at a live event like this, even if you can see much more of the race at home in front of your TV. It's exciting to watch the cars go by whether it's the first or the fiftieth time. It was fun to root for the Alfa team, even if they did place well out of the money. We met new people, both other Alfisti and just plain race fans. The gripes about the weather and the long walks are just part of the program. We're glad we went and would do it again. (But probably won't unless we can scope some last-minute discounted VIP packages like the ones offered by the Alfa team for the Las Vegas race.)



Thank God There's Only One Alfa Romeo Castagna Vittoria in the World

By Thanos Pappos, from Carscoops.com 11/6/23

The visually challenged one-off special is based on the Alfa Romeo Milano and it's powered by a Busso V6.



Alfa Romeo's history includes many beautiful two-door models but the pictured one-off special is not one of them. The 1995 Castagna Vittoria that will soon be auctioned by [Car & Classic](#) is not a product of Alfa Romeo but comes from the Italian coachbuilder Carrozzeria Castagna. The unconventional styling can be hard to digest, although Alfa Romeo fans and collectors might appreciate the uniqueness that comes with it.

The Alfa Romeo Castagna Vittoria was introduced as a working prototype at the 1995 Geneva Motor Show, reviving the Milanese coachbuilder that existed between 1849 and 1954. The model was penned by Italian automotive designer Gioacchino Acampora, based on the underpinnings of the Alfa Romeo 75 (known as the Milano in the US market).



The exterior bears no resemblance to the donor vehicle, featuring a completely redesigned bodywork made of hand-hammered aluminum. The proportions are closer to the mechanically related Alfa Romeo SZ by Zagato than the original 75 sedan, with a long

front overhang, a seemingly shorter wheelbase, two doors, and an aerodynamic coupe-style roofline.

The angry-looking face of the Castagna Vittoria combines the headlights of the Opel Calibra with a unique reinterpretation of the iconic scudetto grille. The latter is floating above the large bumper intakes and the pronounced splitter similar to the modern Alfa Romeo Tonale. The curvy greenhouse looks like an early version of the lines that were later applied in the gorgeous 8C Competizione. Finally, the Kamm-tail design is rather futuristic, reminiscent of a massive diffuser.



The two-seater cabin is upholstered in dark green leather, combined with green Alcantara and wooden trim on the dashboard and

gear shifter. Despite its age, everything appears to be in pristine condition with no signs of wear.

Despite the challenging concept looks, the Castagna Vittoria is street-legal due to the fact it is based on a production vehicle. Under the hood lies a tuned version of the glorious 3.0-liter V6 Busso engine that makes 252 hp (158 kW / 255 hp). Power is transmitted to the rear axle via a 5-speed manual, most likely retaining the limited-slip differential of the original. According to Car & Classic, the car is in "excellent mechanical order," spending most of its life in storage. This is proven by the odometer reading of 2,500 km (1,553 miles), making it one of the best-preserved examples of Alfa Romeo 75 underpinnings.

The chassis of the prototype has been upgraded with a new suspension setup including Koni coaxial shock absorbers in all four corners, and independent coil springs at the front. Stopping power is also improved courtesy of Brembo brakes with cross-drilled ventilated discs and 6-piston calipers.

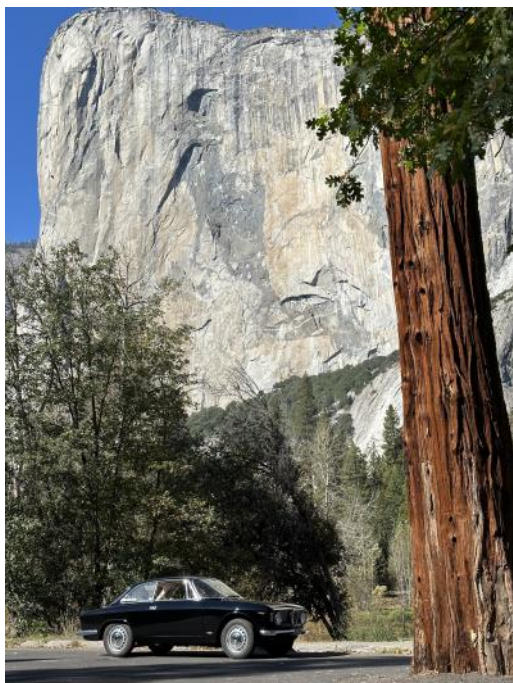
The estimated value of the unconventional sportscar is £125k-£135k (\$155k-166k), justified by its rarity and the amount of work that has been put into its creation. The auction will run between November 15-22, but those who would like to check out the Alfa Romeo Castagna Vittoria in person can visit the Milano Autoclassica show where it will be exhibited between November 17-19. 🍀

Inspiration

3,000-Mile Camping Trip in a 1965 Sprint GT

Posted by user "Aldehyde" on AlfaBB.com, 11/5/23

I recently got back from a 3,000-mile 11 day solo camping trip in my '65 Sprint GT. Happy to report no real issues with the car—it started the first time even



when sitting overnight in 35F temps.

I live in the San Francisco Bay Area and went east through Yosemite across Nevada to Zion National Park, then past Bryce through Capitol Reef National Park to Monument Valley and the Navajo Nation. I

drove down some amazing roads in the Apache National Forest in Arizona, across Tonto NF to the Mojave and Death Valley, then back home via Sequoia NF.

It was a great way to do things because the roads in national forests tend to be long and winding, great driving roads. I had to be a bit creative with packing. About half the trunk space was tools /spare parts and half camping gear, but I got it all in there.

It was an amazing way to see some great things in the southwest. Where to next?

Editor's note: How many of you would drive your vintage Alfa on a 2,000 mile sightseeing trip, camping or not? I drove my 1964 Spider cross-country from Chicago to Monterey, California, but that was when I was 22. More recently (2012), I drove my 1967 Giulia Super to Toronto for the AROC Convention without incident. I'm not sure I'd do it again, though. Who in our membership exercises their vintage Alfa regularly? Anyone planning to drive to northern Michigan for next year's convention? Let's hear from you. 🍀

No Joy for Alfa Romeo Team in Sao Paulo

Not that the season has been all that good for them, The Alfa Romeo F1 team went to Brazil feeling optimistic. Unfortunately, that optimism was unwarranted. Saturday's Sprint race had them stick at the back of the pack, finishing 17th (Zhou) and 19th (Bottas).



Things were looking up on Sunday. Bottas worked his car up to 10th, with Zhou behind him in 11th before disaster struck, causing mechanical problems to force retirement of both cars.

With only two races to go, scoring points is important as the points scored govern the team's cut of the award money. Unfortunately, it seems unlikely that the team will be able to improve on their present position of 9th in the Constructors Championship. They are 5 points shy of 8th-place Alpha Tauri and only 4 ahead for Haas, which is having a miserable season. To maintain or improve its ranking, Alfa will need to keep both cars on the track and in the points. 🍀



Thanks to John Chowaniak

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

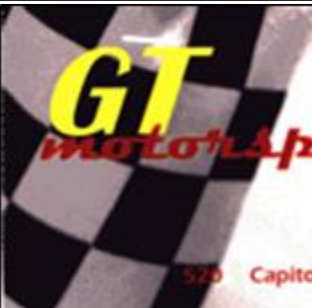
1957 Alfa Romeo Giulietta Spider. Originally a California car. No Rust, all body panels believed to be original and straight. Detailed engine bay, excellent white paint exterior, red interior with black piping on seats, and new black canvas top. Everything works: lights, gages, heater etc., etc. 1300 Engine starts easily and runs smoothly. Tunnel Case transmission with very early Giulietta bent gear lever that shifts smoothly up or down.

To discuss, receive a concise summary of work done, and receive photo documentation - please Call or E-mail: Rich 773-620-1898 robrien220@yahoo.com


Minnesotan **Tim Parker** is selling an engine and block. The engine is "a pretty clean 2-liter **Alfetta engine/bell housing** with some ancillaries." The block is a "clean, washed 2-liter **Alfetta GTV block**." Both are ready for pickup at the Anoka, MN, airport and can be easily lifted into a pickup. Tim will provide photos and serial numbers and can be reached at 651-235-2776. When you call, tell him Tom Heinrich referred you.

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



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WEBMASTER

Position Open - Volunteer Needed
www.aroc-wisconsin.org

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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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