

ALFANATIC



35th Das Kurze Klausenrennen a Success



The weather was perfect for this year's May 3-4 AROC-WI New Glarus event which raised \$2,850 for the New Glarus summer youth baseball program.

According to organizer Kevin Caulfield, 25 cars were pre-registered. Unfortunately, nine of them didn't make the show. No problem though, because the favorable early May weather encouraged nine others to drive out and register the day of the event.

According to Kevin, "There were thirteen manufacturers represented, providing an eclectic mix. They included Austin Healey, Chevrolet, Ferrari, Fiat, Jaguar, MG, Mini Cooper, Peugeot, Porsche, and Rolls Royce. Alfa Romeo led the way with six examples from the sixties and seventies. The earliest of them was the Giulia Spider of Bob Ludwigson. Perhaps the rarest car was Denny Holloway's Alvis, then again there was the pre-war three-wheeled Morgan."

Photos: Above, Bob Ludwigson and his Giulietta at the Chalet Landhaus. Right, Colin Comer takes the start flag.



In This Issue

- New Glarus Report
- Upcoming Events
- Events Calendar
- New ~~Milano~~ Revealed - **Oops!**
- End of the Quadrifoglios
- Italian Alfetta GT Reunion
- Classifieds

More About the Kurze Klausenrennen

By Bob Ludwigson

Our Alfa chapter again participated in the Kurze Klausenrennen spring event, popularly known as the New Glarus Hill Climb. The event occurred over the weekend of May 3-4 in New Glarus, WI. Cars began assembling on May 3 and came from Wisconsin, the Chicago area, and Iowa.

The hill climb was the main event which occurred on Saturday morning. The event is simple: Make a spirited drive up Kubly Road. The course is 0.7 miles long, with a nice return route to the start line. Each car can make at least 2 timed runs, and is open to stock, licensed, road cars.

Cars included Alfa Romeos as well as pre-WWII automobiles. At this year's event, there was a nice contingent of 3-wheeled Morgans.

This event is for charity with the proceeds going to the New Glarus summer baseball program. This year, \$2,850 was donated.

I participated in my Giulietta Spider and had a great time driving (rapidly) up the hill. I brought along a friend who, while not a car guy, enjoyed the run as well. 🍀



Festa ITALIANA 2024
The Automobile Gallery

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The Automobile Gallery

Local, Regional, and International Events Calendar, 2024 - 2025

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

2024

May 17-19	SVRA Vintage Festival Weekend, Road America
May 18	Festa Italiana, The Automobile Gallery, Green Bay, Wisconsin
May 29-June 2	AROC-USA, Alfas by the Lake 2024, Petoskey, Michigan Sold Out
June 5-15	AROC Goes to Italy Tour (See AROC-USA Website)
June 6-9	NTT Indycar Series, Road America
June 14	Viva Italia Concorso , Ottawa, Ontario, Canada
June 15-16	Le Mans 24 Hour Race
June 21-23	WeatherTech Chicago Region SCCA June Sprints, Road America
June 22	CAROC/Lotus Corps Blackhawk Farms Driver Education and Lapping Day
June 26	Hagerty Drivers Club Track Day at Road America, Hagerty.com
June 28-30	Trans Am SpeedTour, Road America
July 11-14	WeatherTech International Challenge with Brian Redman, Road America
July 28	AROC-WI Italian Car and Motorcycle Show (ICAMS) Sussex Cty Park
August 2-4	IMSA SportsCar Weekend, Road America
August 16-18	Fanatec GT World Challenge, Road America
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

Ferrari Drive to Green Bay's Festa Italiana

The North Central Ferrari Club of America has invited us to join them on a drive to the Festa Italiana in Green Bay on Saturday, May 18. (See notice on previous page.)

According to FCA Director Randy Tess: "On Saturday May 18th we will be gathering our Italian cars in Sherwood WI for a leisurely 40 minute drive to Green Bay and spend an afternoon at Festa Italiana...an afternoon dedicated to Italian motorcars.

Departing at 12:30 we will cruise along the Fox River, drive some twisty roads through Scray's Hill and then into downtown Green Bay.

The Auto Gallery has arranged reserved parking for our cars and free admission to the event.

What's not to love? A fun cruise to an Italian car festival in your Italian car where your Italian car will be part of an Italian car festival.

Please **RSVP** to Todd Whitenack (todd.whitenack@yahoo.com) if you will be joining us on this fun ride. We hope you can make it.

Whether driving in with our group or attending on your own, Festa Italiana is an amazing annual event any Italian car enthusiast needs to attend. The show runs from 2 - 6 on May 18th and will include some very rare machines. Ferrari Lake Forest is bringing some cars to show. I heard there is a new SF-90 on display, a Ferrari 166 MM, an F40 and many others coming from personal collections. There will be food, cash bar, BelGioioso cheese, wine samples, authors, music, great people and more.

Registration (and \$15 admission fee) for those not driving with us is here: <https://secure.theautomobilegallery.org/nx/portal/neonevents/events#/events/1166>

More about the Auto Gallery is here: <https://theautomobilegallery.org/>
Will we see you on the drive next Saturday?

Thanks,

Randy Tess
North Central Regional Director
920.217.0010
Randy@TessFamily.com

From CAROC:

CAROC and Lotus Corps Present the Annual Drivers Education and Lapping Day, Saturday, June 22nd 2024. Registration is open.

Please join us for our annual Drivers Education and Lapping Day at Blackhawk Farms Raceway in Rockton, Illinois. This year we will again be teaming up with the Lotus Corps.

We have revamped the schedule to give all drivers much more track time, with seven sessions per run group!

This year we are offering a limited number of \$25 early-bird discounts, so don't delay! Sign up today and save. **One More Week!**

Do you know someone who is on the fence about participating in a track day? First-time entrants in the novice (Green) group also get an additional \$20 discount!

More information and links to registration forms are available [NOW](#)

This event is expected to be well attended, so don't delay! Sign up today.

More information and links to registration forms are available [here](#).

In a hurry? If you already have a MotorsportReg account, go straight to the [registration page](#).

Adios, Detroit Concours

According to its [website](#), Hagerty is "pumping the brakes" on the Detroit Concours d'Elegance. This would have been the third year for the downtown Detroit event, successor to the Concours of America, (2011-2021) and Meadow Brook concours (1979-2010), a history going back forty-five years.

After acquiring rights to the concours, Hagerty associated the main show with its other Hagerty-owned events—Cars & Caffeine. Concours d'Lemons, and Radwood. Could it be that it was too difficult coherently siting these events in the area around the Detroit Institute of Arts rather than at the golf club at Amelia Island, or the park in Greenwich, both Hagerty-owned events?

Whatever the reason, the midwest has lost a once-prime event, reduced this year to a Radwood event, September 14, at Hart Plaza. Too often when an event pumps the brakes it finds the master cylinder empty. (See also, the Milwaukee Concours.) Too sad. 🍀

Still More New Glarus...

Fast Time of the Day?

The Hill Climb is not a competition event and run times are not recorded—at least not for publication. We do capture unofficial times, ostensibly to weed out the “bad guys” who may be overdoing it a bit. Times in the fifty-second range are typical. The low time this weekend, as in many hill climbs past, was set by the owner of a red Alfa coupe who will go unnamed. He posted a 36.91-second run. 🍀

Jupiter Smiles on New Glarus

Jupiter (Zeus to the Greeks) was the Latin god in charge of the weather. If he is still on the job, maybe we can thank him for providing an ideal weekend for the New Glarus event. The storms roaming Wisconsin avoided the village, leaving sunny to partly cloudy skies and temps in the 60s and 70s. It was very nice, indeed. 🍀



I.D. This Car

The Hill Climb draws car guys and interesting cars. This blue hatchback won my “never saw one before” award for the weekend. Props if you can identify it. Let me know at bob@abhalter.com. I'll post the answer next month.



Clockwise from left: Mark Whipple, Alfa; Gary Schommer conducts the driver's meeting flanked by John Welch and Kevin Caulfield; “Raise your hand if you're new to the event.”; Trooper and Comer GTVs; Morgans in a row., Norbert Bries and Rob Ritholz



More New Glarus Pics



Top to bottom, left to right: Morgan Trikes old (Robert Flynn) and new (Norbert Bries); Eric Trosper's '74 Alfa; Cars waiting for their runs: Flynn's '33 Morgan: Aaron Anding, Fiat 1500; John Saccameno, Healy. The T-Bird and Chevy didn't run. Traditional entertainment from George and Heinz. Kevin and Gary with Chris, the New Glarus baseball coach.

Oops!

In an embarrassing about-face, Alfa's management was forced to rename the just-introduced B-segment Milano SUV. It will now be called the Junior.



Who knew that Italian press, politicians, and enthusiasts would take exception to a Polish-produced car being named after a great Italian city? Did the brand's mostly French management not understand the cars they produce prominently carry the crest of the city of Milan? Apparently not.

Heck, they said, companies like Hyundai use city names for their models all the time and nobody in, say, Santa Fe seems to complain. But the Koreans aren't trying to sell Italian cars to Italians—Italians already upset about their home brands being produced in other countries while Italian factories are idled.

Certainly, it was a sound business decision to build the SUVs in Poland, but Stellantis didn't need to rub it in with a name guaranteed to polarize. 🍀

Giulia and Stelvio Super Sport to Be the Quadrifoglio's Swan Song

With the production of the V-6 Quadrifoglio editions of the Giulia and Quadrifoglio ending this year, Alfa Romeo has introduced a limited Super Sport edition. It will produce only 275 units of the Giulia SS and 175 Stelvios for worldwide consumption. The U.S. will be allocated 72 and 52 units, respectively.

The cars will feature unique Quadrifoglio badging, with a black background rather than white. The brake calipers will also be black. Inside, the dash, console, and door panels will be trimmed in "3D red carbon fiber," and, of course, the series will be numbered. The U.S. models already come fully loaded, so don't expect more than the trim enhancements to secure

your bragging rights at an MSRP of \$86,770 for the Giulia and \$94,370 for the Stelvio version. Color options are red or black for the Stelvio and red, black, or white for the Giulia. Alfa urges you to go to its [web-site](#) to secure your copy, to be delivered this fall.



The Super Sport label has a history of being used on various Alfa performance models. According to the press release, Alfa is commemorating its first Mille Miglia win in 1928 with this special edition. Giuseppe Campari and Giulio Ramponi won that race aboard Vittorio Jano's newly developed 6C 1500 Super Sport. It was the first of Alfa's 11 successive victories in the race.

It's instructive to note that while this information is found in the second-last paragraph of the U.S. press release, it leads the headline of the European release. So much for trying to educate U.S. customers about the marque's history.

Alfa Museum Marks 50th Anniversary of the Alfetta GT

By Bob Abhalter

Inspired by an article in [Autovolante.it](#)

On Sunday, May 5, about 50 first and second generation Alfetta GTs met at the Alfa Romeo Historical Museum in Arese. They represented the history of the



model, produced between 1974 and 1987.

The Giugiaro-designed coupe was a very '70s design, a striking departure from the 105 series Giulia GT it succeeded. The first series was available first in 1.8 liter (1750) editions, then in both 1.6 liter and 2.0 liter versions. "At the time, those who bought it bought a racing car that could drive on everyday roads," recalled Alfa test driver Sebastiano Capri, speaking at the event.



Period racing efforts included a stillborn V-8 project with an engine derived from the Montreal. It was shelved in 1977 when Alfa decided to reenter F1. In 1979, Autodelta developed the Alfetta GTV Turbodelta, a turbocharged 2-liter, which placed 5th in the 1970 European Rally championship.

Series 1 cars had the tachometer front and center to the driver, while the speedometer and other gauges were offset to the right. When the second series GT was introduced in 1980, the dashboard was revised to a more conventional layout. In Europe, buyers had a choice of the 2.0 liter four or the 2.5 liter "Busso" V-6 after 1980. Bumpers were made more substantial and upgrades were made to the car's body and interior.

The U.S. got a small percentage of the over 136,000 units produced. Introduced to the U.S. in 1975, the sporty coupes used SPICA-injected 2 liter engines. They were handicapped by their bulky U.S.-only 5 mph bumpers, which added about 40 lbs. front and rear compared to the dainty, slim euro version bumpers. Suspension settings made to comply with U.S.-mandated ride heights gave the cars a nose-up appearance, easily altered in to a more sporty rake by torsion bar suspension adjustments. The Alfa Owner carried several informative (and controversial) articles about tweaking engine performance to overcome the power

loss inflicted by tightened emissions tuning. The U.S. marketers introduced different model names and trim levels every couple of years, renaming the GT as the (essentially similar) GTV in 1976, then later to Sprint GT. When the second series GT was introduced, the U.S. got only the GTV 6 version.

Both the U.S. and Europe got various special models over the years. There were the Balocco, Maratona, and Mario Andretti specials in the U.S. In Europe the specials varied sometimes by country. A tamer street version of the GTV Turbodelta was one such model. Of course, the one standout U.S.-only special edition was the Calloway Twin Turbo GTV 6. If the other specials were only badge-engineered with special trim options, the more powerful Calloway was the real deal.

From a collectors value standpoint, the Calloway is the most desired, followed by the GTV 6 models which have appreciated in value in the last several years. The four cylinder Alfetta GT variants have been slower to gain value. Mechanical parts are easily sourced, but trim and body parts are sometimes much more difficult to locate. The more sophisticated body structure brought more opportunities for rust. Many, many GTs have "returned to the earth." They are excellent drivers, a significant advancement on the GTVs they succeeded, and the definitely attract nostalgic attention from people of a certain age. Buy one now, if you can find a good one. 🍀



Classifieds

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

Wanted

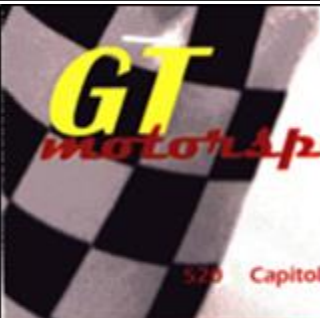
Your classified ads! Posted free! Let us know.

For Sale


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 sent 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 Series 2 Windshield, fiberglass bumpers, engine, transmission, door latches, etc. Just ask! Contact Gary at 608-209-2352, or gjtreehouse@gmail.com



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CONTACTS

PRESIDENT/TREASURER

Randy Swanson (13swanson@gmail.com)
N66 W6684 Cleveland, Cedarburg, WI 53012
262-377-7144, 781-5568 (w)

V.P., EVENT COORDINATOR

Bob Ludwigson (rludwigson@aol.com)
N88W22526 N. Lisbon Rd, Sussex, WI 53089
262-527-2396

EVENTS, MEMBERSHIP

Gary Schommer (alfaman@wi.rr.com)
W141N6672 Memory Rd, Menomonee Falls, WI
53051-5119
414 418 0879

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NEWSLETTER EDITORS

Bob and Chrystal Abhalter
(rabhalter@att.net)
5406 2nd Ave, Unit 2B
Kenosha, WI 53140
262-577-5212

TECHNICAL ADVISOR

Al Pinkowsky (al@gt-motorsports.net)
520 Capitol Dr.
Pewaukee, WI 53072
262-695-4238, 414-774-8938

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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