

ALFANATIC



This Month

Sunday, July 28

**Alfa Romeo Owners Club of Wisconsin
Presents**

ICAMS

**The 26th Annual
Italian Car and Motorcycle Show**

**Sussex Village Park
Sussex, Wisconsin**

**10 a.m. - 3 p.m.
Rain or Shine**

All Italian Vehicles Welcome

See registration form (pg. 3) for details



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River Club of Mequon to Feature Exotics, Italian Cars at July 30 Cruise Night

Mequon's River Club hosts a series of themed Tuesday evening cruise nights running from May through early October. Tuesday, July 30, is "Exotic Night Featuring Italian Cars." Area club members should consider coming out to show your colors. Your car should be all shiny after Sunday's ICAMS, so drive on out to Mequon and visit two shows in the same week. The cruise-in runs from 5:00 'til 9:00 p.m., at 12400 N. Ville du Parc Drive. Door prizes are promised and there is outside food and beverage service available. Visit the website at www.brewcitycruisenight.com or the similarly named Facebook page, for more details as well as a theme listing for the remaining 2024 cruise nights. Thanks to Gary Schommer for the heads-up on this event. 🍀

Mille Miglia 2024: Yet Another Triumph for Alfa Romeo

From [Stellantis media site](https://stellantismedia.com), June 15

Alfa Romeo continued its dominance at the Mille Miglia in this year's 42nd edition of what Enzo Ferrari called "the most beautiful race in the world."

The 1929 Alfa Romeo 6C 1750 Super Sport of the Villa Trasqua team, driven by the Vesco-Salvinelli duo, took the top step on the podium of the historical reenactment after a head-to-head duel with the 1927



Lancia Lambda Casaro VII Series of the Fontanella-Covelli crew which won the silver medal. Yet another 1929 6C, driven by Aliverti and Valente, took third.

The Mille Miglia provided the perfect setting for the debut of the new Alfa Romeo Junior compact SUV, joined by the exclusive Giulia and Stelvio Quadrifoglio Super Sport. The models pay homage to Alfa Romeo's first victory in the 1928 Mille Miglia with a 6C 1500 Super Sport.

From Brescia to Rome and back, touching Turin, Genoa, Siena, Ferrara, and Lake Garda along the route, over 400 classic cars competed in a race, requiring speed, accuracy, consistency, and flexibility, ready to face the thousands of unforeseen events that a route of roughly 1,200 miles can present. 🍀

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

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 1	Brew City Cruise Night, Italian Cars and Exotics, River Club, Mequon
August 2-4	IMSA SportsCar Weekend, Road America
August 3	Macchinissima II , Los Angeles CA
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
Sept 22	La Macchina Molto Bella Car Show, Bath, Ohio

2025

Feb 27-March 2	Moda Miami , Biltmore Hotel, Coral Gables, Florida
March 6-9	The Amelia , Amelia Island Concours d'Elegance,
June 14-15	Le Mans 24-Hour Race
June 25	Tom Heinrich's Howl at the Moon Summer Solstice Happening

The Twenty-Sixth Annual!

Italian Car & Motorcycle Show

Help Celebrate the Uniqueness & Excitement of Italian Design!

LA DOLCE VITA!!!



Sunday, July 28, 2024

Rain or Shine

Sussex Village Park

W244N6260 Weaver Drive, Sussex, WI 53089

[View on Google Maps](#)

Show Vehicles: Turn south on Weaver Drive from Main Street/Silver Spring Drive/County VV. Follow signs to the show grounds on the east side of the park.

Spectator Parking: Follow Weaver drive to the public parking area at the south end of the park.

All Italian Vehicles Welcome – daily drivers to showroom condition

- Hours: 10 a.m. to 3 p.m.
- Dash Plaques
- Awards (participant judging) & Door Prizes
- Food & Beverage Available for Purchase
- Low Key & FUN
- Spectators free, but a good will offering to the designated charity is appreciated
- Sponsor: Alfa Romeo Owners Club of Wisconsin
- Info: Bob at rludwigson@aol.com or Gary at alfaman@wi.rr.com
- Proceeds to benefit

ALZHEIMER'S  **ASSOCIATION®**

Pre-registration by July 23rd: \$15 per vehicle or \$25 / two
After July 23rd: \$20 per vehicle
Make checks out to: AROC - Wisconsin

Mail to: Randy Swanson – ICAMS
N66 W6684 Cleveland Street
Cedarburg, WI 53012

Name _____ Phone (____) _____
Address _____ Email _____
City _____ State _____ Zip _____
Make _____ Year _____ Model _____

Sunny Days in Italy, With Just a Little Rain

By Bob Abhalter

The 2024 edition of the popular “AROC Goes to Italy” tour, the 6th annual, is a wrap. Your editors went along for the ride and had a great time. There were many highs and only a single, if consequential, low on our latest Italy experience.

We enjoyed excellent accommodations, great food, a comfortable motorcoach with skilled driver, a knowledgeable tour director, and a group of amiable travel companions. The program was well balanced between automotive experiences and downtime which allowed us to soak up some Italian culture. Pacing for the most part was casual and early wake-up calls were few.



The Villa Malpensa was our pre-tour flight decompression zone. It is a stone's throw from the airport. About half the group met there the day before the tour.

As promised, the automotive experiences were many, including the Alfa Romeo Museum, the National Automobile Museum in Turin, and the small but amazing Righini collection. A visit to the Pagani factory allowed us to understand why its cars cost upwards of \$3 million a copy.

We also visited the

Panini Maserati collection, fated to close and (hopefully) relocate at the end of the year. We had our fill of Ferrari exhibits in Modena and Maranello and some of our travel companions signed up for drives.

Little surprises popped up, like the troupe of French Alfisti, members of the Alfa Classic Club, who departed the Lingotto the morning of our first day in Turin. The group was winding up its driving tour of northern Italy and heading back to Paris.

Our dining experiences were uniformly excellent. Af-



Our Alfa Museum visit included a tour of the “attic” – the part of the collection unseen by the public.



We visit churches when we travel. Here is the high altar at the cathedral in Como.

ter all, we were in Italy, and it's hard to find a bad meal there. Lunch at the family operated trattoria down the street from the Righini collection was memorable, as was an al fresco dinner at a Michelin-listed event venue outside Turin. Wine? Yes there was wine, more than enough.

Sightseeing and “alone time” afforded people watching opportunities in

Como and Bellagio, shopping in Bellagio and at the Friday market in Garda, a late dinner at the café across the square from the Duomo in Como, and many other delights.

Unfortunately, weather and scheduling issues muted what we anticipated to be one of the high points of our tour, the start of the Mille Miglia in Brescia. It was

pouring rain as we finally parked near the Mille Miglia Museum, where the teams traditionally gathered for a pre-race lunch. This year however, the initial start time was moved up and the route changed so that cars leaving the city center, which would have passed our location, used a different route out of town. The trek to the city center and the starting line was too long to attempt.

With the skies clearing, we still had an opportunity to view many of the cars with later departure times parked in the muse-



Garda at night, with the Brunate funicular illuminated



This year is the 70th anniversary of the Giulietta. This sprint was in the Alfa museum's lobby.

um’s courtyard, but that taste left us wanting more. Maybe some other time.

Overall, though, it was a fine trip. It was fascinating to hear about tour organizer Steve Austin’s experiences and interests, not the least his knowledge of the pop music scene of past decades which he employed to entertain us on our longer bus transits. AROC president Cindy Banzer acted as our den mother and



The Alfa museum artfully displays the marque’s history.

Our group of 40 or so tourists was diverse in geography and life experiences. We quickly discovered mutual interests in things automotive and beyond. It’s fair to say that while we began the tour as strangers, we left as friends. 🍀



A portion of the Righini collection is housed in a large hall, a former stable.



Scenes from the Mille Miglia

Alfa Romeo 2nd Quarter Sales Increase Eight Percent Year Over Year

Alfa Romeo sold 2,492 vehicles in the U.S. during the second quarter of 2024, versus 2,311 in last year’s second quarter. The volume increase was due solely to improved sales of the Tonale SUV, while sales of the Giulia and Stelvio dropped by roughly 25%. Year-to-date sales were up 2%, with 4,777 vehicles sold.

Unsurprisingly, Dodge’s Hornet outsold the Tonale by over 4:1 for the year to date, with 11,718 copies sold. Overall, FCA US sales are down 16% for the year. 🍀

Alfa Junior Spotted in the Wild

Alfa provided a brace of the newly introduced Alfa Junior (nee Milano) SUVs as support vehicles for this year’s Mille Miglia. The car pictured was spotted behind our motor coach in Brescia, briefly providing cover for a Ferrari attempting to park along the busy street.



The Junior is better looking in person than the early photos would indicate. It’s compact, but not overly small and would not look out of place on our streets. There have been no plans announced to bring it or its platform-partner Jeep Avenger to The States. Maybe if they slapped a Dodge badge on it... 🍀



Clockwise from top: Cindy Banzer on the mic in the bus. Steve Austin (far right) and the group plan a market day over Spritzes. Shopping street in Garda.

Getting Around the Lingotto



The Turin leg of our *AROC Goes to Italy* trip was quartered at the NH Lingotto Congress Hotel. As you may know, the Lingotto was Fiat's main assembly factory, conceived in 1916 and opened in 1923. When completed, the massive manufacturing complex was acknowledged worldwide as an industrial design *tour de force*.

The five story building was laid out to receive raw materials on the first floor and issue the completed vehicle on the fifth. The cars were then driven up to the banked rooftop track for an initial test drive, then driven down a helical ramp to be staged for shipment. Some 80 Fiat models were produced there, most notably the original Fiat 500. Made largely redundant by the new Mirafiori factory in the late '70s, production at the Lingotto finally ceased in 1982.

Rather than raze the historically significant but now vacant building and concerned about the advancing blight caused by the deindustrialization of the area, Turin's city fathers sought to reimagine the complex. Famed architect Renzo Piano was awarded the commission.

The repurposed complex now is home to the four star full service hotel with conference facilities, the Fiat administrative offices, a branch of the engineering school, an office complex, and a shopping arcade with cineplex. The hotel rooms feature Fiat-themed decorations and period-designed furnishings.



The rooftop Fiat test track remains. It has been reimaged as a green space with plantings and art installations to enjoy along the roughly 1 mile walk.

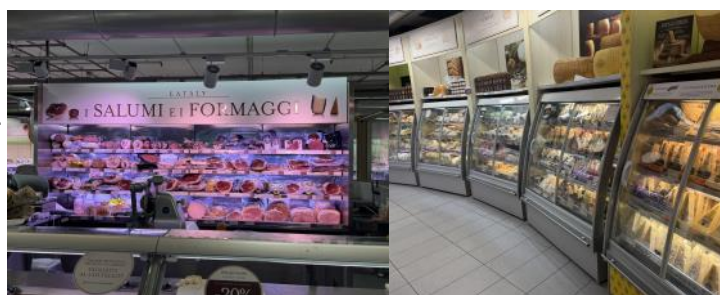
Atop the core building is an oddly shaped structure housing the Pinoteca Agnelli, home to the Agnelli family's exquisitely curated permanent art

collection, with additional space for temporary exhibits. It's well worth a visit.



The neighborhood around the Lingotto is mostly a slowly gentrifying but still gritty industrial area. The national auto museum is about six walkable

blocks away on the banks of the Po. The Turin city center is several metro stops to the north. There isn't too much else for a tourist to see in the immediate area.



But just across the street to the north side is the original Eataly, a wonderful Italian food megastore, like a Whole Foods on Steroids. It shouldn't be missed, even if you've visited the branches in Chicago, New York, or elsewhere. If it's Italian and food-related you can find it there. You can also enjoy a delicious meal at one of several restaurants in the complex. The



lower level has examples of virtually every wine produced in Italy, organized by region, plus table wines you can buy by the liter. Bring your own bottle. Like cheese? Sausage? The choices are endless. Even if you're travelling and can't manage a fresh-baked loaf of Italian bread in your luggage, you can still enjoy the aromas.



Will Alfa Romeo Hedge Its EV Bets?

Italian news outlets such as [ClubAlfa.it](https://www.clubalfa.it) and others continue to speculate about the Stellantis decision to discontinue the production of ICE powered Alfas by the end of the year. The current Giulia and Stelvio are scheduled to go out of production to be replaced by a battery powered second generation Stelvio next year, with a second-gen BEV Giulia to follow close behind. As it stands right now, the hybrid versions of the Tonale and Junior will be the last to carry a gasoline power plant, if only to charge the battery.

With BEV demand softening, some fear that the decision to end dino-fueled vehicle production may be premature. Although growing, Alfa's production volume remains small (about 69,500 units worldwide in 2023) and a sales slump would be financially detrimental to the brand. The good news is that the Stellantis STLA platform was designed to accommodate alternate powertrains.

Should the environment continue to change, it is not inconceivable that we could see a hybrid version of future Alfa products offered alongside the BEV versions. 🍀

Intramural Rivalry Between Alfa, Maserati?

A recent post on [MSN.com](https://www.msn.com) points to the internal rivalry between the premium brands, both under the Stellantis umbrella. The Maserati brass appear to be upset that development priority has been given to the new Giulia over the next generation Quattroporte.

The BEV version of the four door Maserati, dubbed the M95, has reportedly been put on hold in favor of the Giulia, which reportedly will grow slightly in dimensions, moving its footprint closer to the Maserati's, but at a lower and potentially more attractive price point. Maserati however remains committed to



Second-gen Giulia concept

refreshing its lineup and continues to lobby for the development dollars to accomplish its goal. 🍀

Ferrari's First EV to Cost More Than \$500,000

From Reuters, as seen in [Automotive News Europe](https://www.automotive-news-europe.com), June 19

MILAN -- Ferrari's first electric car will cost at least €500,000 (\$535,000), a source familiar with the matter told Reuters, as the luxury automaker prepares to open a plant that will make the model - and could boost group production by up to a third.

The Italian brand, famed for its roaring gasoline engines, has said it will launch an electric car late next year, and the planned price shows its confidence that ultra-wealthy drivers are ready for it, even as mass-market rivals are slashing electrical vehicle prices amid faltering demand.

The price tag, which does not include features and personal touches that typically add 15-20 percent, is well above the average sale price of around €350,000, including extras, for a Ferrari in the first quarter of this year, and many rival luxury EVs.

In a less exclusive segment, Porsche's electric Taycan starts at around €100,000.

Second EV Model

The new factory in Maranello will give Ferrari an additional vehicle assembly line and will make gasoline and hybrid cars as well as the new EV, plus components for hybrids and EVs. It will be fully operational in three to four months, the source said.

A second EV model is also under development, the source said, adding the process was at an early stage, and that the company might not want to increase overall production to 20,000 vehicles per year, at least in the short term.

CEO Benedetto Vigna told Ferrari shareholders in April that the "state of the art plant will assure us of flexibility and technical capacity in excess of our needs for years to come." 🍀

GTV6 Cars and Parts Available

June 22

From our friends in the St. Louis AROC

Terry Zeiters called to let us know that he will be selling his property in Bloomington IL and a lot of cars & stuff. He specialized in GTV6s and has cars, engines, and parts. If interested, give him a call. Terry Zeiters, (309) 287-4366. 🍀

Alfa Parts Source in Toronto

From Alfa Giornale, Detroit AROC, July

“I discovered an unknown and unadvertised, massive store house of Alfa parts in Toronto. He literally has hundreds of thousands of parts. I recently delivered 10 boxes of parts to his overflowing business.

“Joe Pilessi is the owner of Select Auto Parts, Ltd. He does not advertise and by his admission is “computer illiterate.” However he deals with Pino (Pinarello Motori), a well-known and longtime Toronto area Alfa mechanic. The quantity of stuff and selection of his stock indicate that he can be a valuable source of parts for Alfa owners keeping their cars alive. Images of a Spider with V6 motor installed and racks of parts can be seen at: <https://www.icloud.com/photos/#041g2xMPNwCG8eYZ9IsKKX-bQ>.

The location of Select Auto Parts is 117 Union St., Toronto, ON M6N 3N1, Canada. Phone: 416-658-7788.” 🍀

Fiat Cars Seized by Italian Government Over Flag

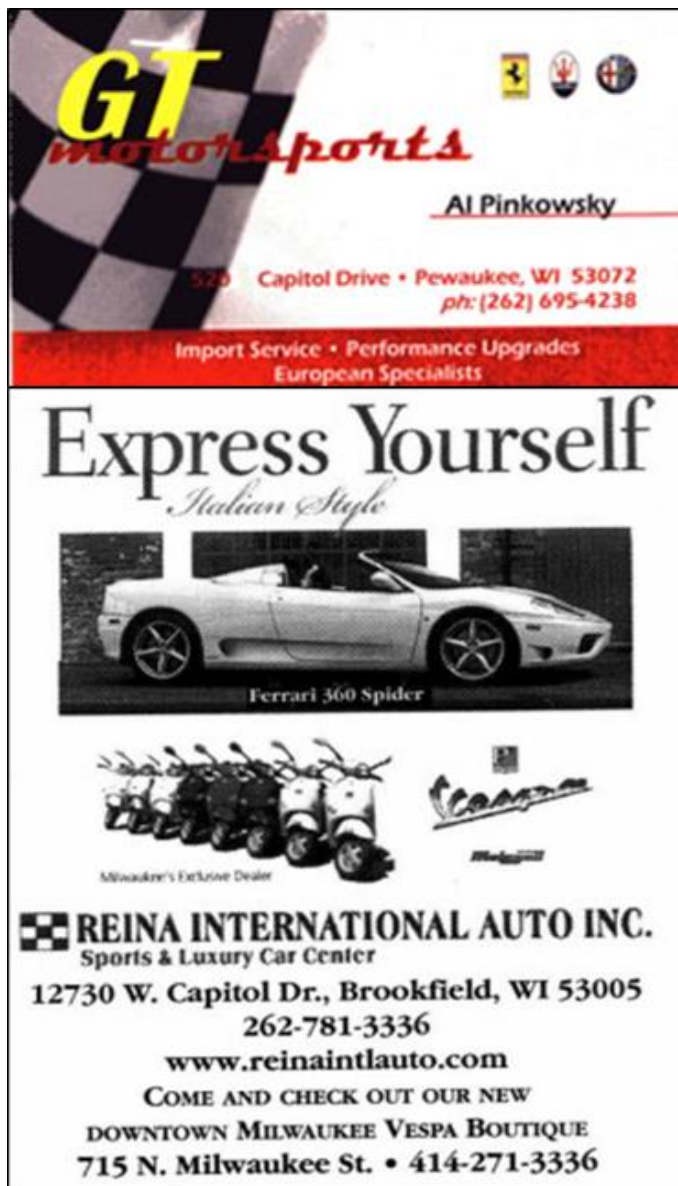
Bloomberg, as seen in [Automotive News Europe](#), 5/20

The Topolino microcars allegedly violate the Made in Italy law for having the national flag on them when they are assembled in Morocco.

Italy’s financial police seized dozens of Fiat Topolinos that they said carried the national flag on units actually assembled in Morocco, in the latest fight between Giorgia Meloni’s government and the automaker.

The vehicles were blocked at the port of Livorno for alleged violations of the so-called Made in Italy law, which already forced Fiat parent Stellantis to rebrand its Alfa Romeo Milano sports car to Junior. Stellantis says it will remove a small Italian flag sticker on the cars, which it added because the Topolino project was developed in Turin.

The Topolino – Italian for “Little Mouse” – was the nickname given to the original 500, introduced in



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1936. The name is now being used for Fiat’s version of the Citroen Ami, introduced last year. The 2024 version of the revamped EV microcar is expected to start at €9,890 (\$10,775).

Fiat’s parent, Stellantis, Italy’s only car manufacturer, is under fire in Italy for the dwindling volume of vehicles produced at its Italian plants. 🍀



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

1958 Alfa Romeo Giulietta Spider Veloce 750F



Fully restored both mechanically and cosmetically with attention to details. These include the original livery as documented by the Alfa Romeo Certificato Di Origine. More importantly the Certificato validates the present chassis and engine numbers are those the Giulietta left the factory with in 1958. A touchstone piece incorporating Alfa Romeo World Championship winning technology wrapped in timeless Pininfarina coachwork. Selling price \$135,000. Ring or text Kevin Caulfield 612 702 8520.

1969 Alfa Romeo 1750 GT Veloce

USA specification. Very original and complete. Most documentation from new. An unrestored gem, that presents, runs, and drives well. \$46,800. Located in West Michigan. Contact: gerryalbers@yahoo.com

1971 Alfa Spider Veloce

I find myself in the position of having to sell my 1971 1750 Spider Veloce. My husband and I loved the car, (and have been members of the Alfa Club for years) but my husband passed away and it's just too much for me. As you know, Alfas need to be driven and I hate seeing this one just sit. It could use some body

work, but it runs like a champ. The carburetors have been modified but everything else is original, except the brakes have been replaced and just general maintenance. We've owned the car since 1973 so it's basically a two-owner car.

For more details and photo regarding this Alfa, go to the AROC website and check out the Alfa Marketplace. Laurie Larsen (LLarsen@ghtmi.gov) (West Michigan)

1977 Alfa Spider Veloce (mid-Michigan)

My 77 Spider Veloce has had the body totally redone and the engine, including the rebuilt Spica pump is great. But some gaskets need replacing and I am too old and mechanically challenged to take that on. Manuals and repair records, as well as several years of the *Alfa Owner* are also included. I will only allow it to be taken over by someone who can give it the care it needs to go the next 100K, and will be happy to talk with any interested and dedicated Alfisti!

We live in Florida during the winter and the car has never seen snow or salt since its complete body restoration a few years back. I have about \$20 grand in the car, but for the right person \$10 grand would be fine.

I am in Haslett, near East Lansing.
Richard Cole
drrichardcole@gmail.com

Clean **1982 Alfa Spider** needs a new home, have owned since the fall of 1987, a little over 67,000 miles, always garaged, original red paint, leather seats, dash and top in good shape, \$7,500. If interested contact jthiel53075@gmail.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 sent you.

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

CONTACTS

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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.

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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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