

ALFANATIC

2014 FALL COLOR TOUR

Saturday, October 11th

Enjoy a relaxing and colorful Saturday drive through the beautiful Southern Kettle Moraine. This is a low key event. It is not a rally and although there may be some questions, there are no trick questions. You can even bring a GPS if you wish. Sufficient time is provided to stop for photos, stretch your legs, check out the covered bridge near Cedarburg, visit a great cheese shop in the Jackson area, and begin to explore downtown West Bend. We'll conclude with lunch at the Riverside Brewery & Restaurant in West Bend. Following lunch you are on your own to explore the Museum of Wisconsin Art ([MOWA](http://mowa.com)), the Old Courthouse Museum, or more of West Bend. Visit: <http://visitwestbend.com/> for ideas.

Departures starting at 10:00 a.m. from [Holy Hill Church](#)

Departures start at 10:00 a.m. from the Holy Hill Church lower parking lot. Holy Hill is located at 1525 Carmel Road, Hubertus. Enter off of Hwy 167 (Holy Hill Road) between Hwy CC (Augustine Rd.) and Hwy. K. Arrive early if you'd like to tour the Church and grounds on your own or come early just to engage in conversation before the start of the tour. Car departures will be spaced from 3 to 5 minutes apart. Directions and map will be provided.

12:30 p.m. lunch at the [Riverside Brewery and Restaurant](#), 255 South Main Street in West Bend. We'll share the highlights of the day and continue Alfa-talk over lunch. Their phone number is 262-334-2739.

Please let Gary Schommer know if you are able to join in the fun. alfaman@wi.rr.com or 262-252-3750 This will help in planning how many maps/direction sets to prepare and how many might be expected for lunch. I will call the restaurant with the final number when the last car leaves from the starting point.

*Running late, last minute decision to participate, or got lost?
Contact Gary Schommer @ cell phone 414-418-0879*



In This Issue

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Wine and Lancias in Chicago

By Bob Abhalter

The Ravenswood Event Center on the north side of Chicago is a recently rehabilitated early 20th century factory space. Once a billboard factory, it is now used for a variety of events and, as a plus, houses the impressive collection of automobiles and vintage neon signs of the owner and developer, Joe Hayes.

Driving past the Ravenswood Avenue address, in the shadow of the El and commuter lines, one would never guess at the contents. The modest entry opens into a large, open, high-ceilinged meeting hall ringed with the cars of the Hayes collection, primarily European sports and GT cars, and for one night occupied in the center by a group of very desirable Lancias. Vintage neon signs, many from once-popular Chicago businesses, hang from the walls and supplement the subdued lighting.

On Tuesday evening, September 23, I attended a social event held there publicized by Fueled, an auto enthusiasts' club based in Chicago which organizes a series of "Cars & Coffee" gatherings and other events. You can find them on Facebook.

The theme of the event was the local release of *Lancia and De Virgilio at the Center*, a new book by



Lancias at the Event Center

2014–2015 Local, Regional, and International Events Calendar

2014

October 11 **AROC–Wisconsin Fall Color Tour** See first page for details.
 October 18–19 LeMons "[Where the Elite Meet to Cheat](#)," Gingerman Raceway, South Haven, MI
 October 18–19 Chump Car World Series, Road America

2015

January 10-18 Phoenix and Scottsdale Collector Car Auctions, Phoenix, AZ area
 January 17-25 Detroit International Auto Show, Cobo Hall, Detroit, MI
 February 4-8 Retromobile Salon, Paris, France
 February 14-22 Chicago Auto Show, McCormick Place, Chicago
 February 21-March 1 Greater Milwaukee Auto Show, Wisconsin Center
 March 5-15 85th Annual International Motor Show, Geneva, Switzerland
 March 13-15 [Amelia Island Concours d'Elegance](#), Amelia Island, FL
May 2 **AROC–Wisconsin, Das Kurze Klausenrennen**, twenty-seventh hillclimb and tour, New Glarus, WI
 May 2–3 SCCA Majors Tour, Blackhawk Farms Raceway, S. Beloit, IL
 June 11-14 SVRA Brickyard Vintage Racing International, Indianapolis, IN
 June 12-14 SCCA Majors Tour, Road America
 June 13-14 The 24 hours of LeMans
 June 24 105th Anniversary of the founding of ALFA
 June 24-28 Alfamilia Nordest, Alfa Romeo Owners Club National Convention, Rhode Island
 July 10-11 21st Annual Millers at Milwaukee, Milwaukee Mile, West Allis, WI
August 2(t) **AROC–Wisconsin, Italian Car and Motorcycle Show**, Milwaukee, WI
 August 9 IMSA/Tudor United Sportscar Series, Road America
 August 16 Pebble Beach Concours d'Elegance, Monterey, CA
 August 16-20 Ferrari Clb of America International Meet, Monterey, CA
 August 29 NASCAR Nationwide Series, Road America
 August 29-30(t) Milwaukee Masterpiece, Veterans Park, Milwaukee

Geoffrey Goldberg. Now, for me, author's presentations can be a bit iffy—I recall John Tipler, the author of several Alfa marque books, laying down a real snoozer at the Chicago national convention several years back—but I figured what with a yet-unseen car collection, light hors d'oeuvres, and the chance to perhaps meet some new car nuts, it was worth the risk of being bored to death. The trip also allowed me



Author Geoffrey Goldberg

time to visit with my daughter, so I was guaranteed a good time, no matter what. I shouldn't have worried. Mr. Goldberg held me and the other 100 or so persons in the audience rapt as he spun the tale of the book's creation and teased us with snippets from the life of its main character, Francesco De Virgilio, the designer and engineer so intimately connected with Lancia from the '40s through the '70s. And tease he did. Mr. Goldberg, a Chicago architect and avid Lancia enthusiast, knows how to put together a presentation. He told us of discovering the notes, diary, and records of Engr. De Vergilio in the home of his son in Turin and the process by which, over the course of seven years, he organized and assembled them into a history of Lancia in the context of De Vergilio's life and achievements with the firm. Luckily, the engineer was an inveterate record keeper and an accomplished amateur photographer. This allowed Goldberg to produce an exhaustively researched work, illustrated with many of DeVirgilio's own photographs, never before seen in print.

Indeed, DeVirgilio was no minor player, working closely with Gianni Lancia and Vittorio Jano at the heart of the company. He shares credit with them for the development of the Lancia Aurelia, considered one of the world's great cars. He was responsible for solving the problem of balance in the V-6 engine, concepts still used in modern motors. Later, he collaborated on the design of the Alfa Romeo V-10 Formula 1 engine. Both De Vergilio's personal life (he married Rita Lancia, a relative of the founders) and his professional career are linked to the history of

Lancia, the engineering-driven company which at one time produced 25 different production engine variations within a five year span. This and other examples support the conditions of Lancia's rise and fall as premier automaker.

Mr. Goldberg told and showed us just enough to whet our appetites and by the time he was finished with his brisk 30 minute presentation, I wanted to buy the book to read the rest of the story.

With 329 large-format, heavily illustrated pages, this is no lightweight biography, in more ways than one. It was exhaustively researched and assembled from original documents, vetted by people who were there at the time. An extensive bibliography lists every resource cited. Goldberg believes that histories such as this should be "transparent." His work was encouraged by De Virgilio's family and supported by the Naples, Florida-based Revs Institute, established by Miles Collier. As serious as this all sounds, the text—at least as far as I've gotten—is straightforward and entertaining and should provide detail-oriented Italian car enthusiasts hours of enjoyable reading.

Unfortunately all this doesn't come cheaply. The hardcover edition, published by David Bull, retails at \$100 (Amazon about \$70.00, delivered.) What you get for your money is a book likely to be considered the definitive Lancia history. If you are not already a Lancia enthusiast, this book could turn you into one. Now, if I could only discover a Lancia that I could afford to add to my collection...



Francesco De Virgilio



1955 B24 Aurelia Spider





Sorted and rally prepped Sprint 1964 GT—\$51K

Bring-a-Trailer

The Best Site for Alfas at Auction?

By Bob Abhalter

The daily posting from website bringatrailer.com pops into my inbox every day with interesting cars for sale. The editors are an Alfa-friendly bunch. BaT carries frequent postings of Alfas for sale, both as private sales and on eBay. The moderators recently took a trip to Europe and bought an early Sprint GT from a Dutch vendor (see above). When they were finished with their trip, they returned it to the states.

For the past few months I've been writing about Alfas sold at major auctions. It's become an interest of mine—something that I pay attention to when surfing the web for stuff to fill up the white spaces of this newsletter. So in July, when BaT decided to get into the on-line auction business, they captured my attention. After some early adjustments of their auction format, they seem to be doing quite well. Their concept is to present six well-documented cars at a time,



1971 Berlina, Bosch Injected, A/C, sorted, \$8,500

providing full descriptions, ample photos, and a forum to discuss the cars on offer, with the owners chiming in to answer questions posed by bidders and prospects. One of the test cases for the first auction was the 1964 Sprint GT imported by the webmasters. It went for \$51,000 on July 31. Since then the weekly auctions have featured two 1969 Spiders, an original-paint Alfetta Sports Sedan, a 1974 GTV, and the fully restored Sprint Speciale I discussed last month. The latest auction featured a unique air-conditioned 1971 Berlina powered by a 2 liter, Bosch-injected motor. It sold for a reasonable \$8,500. I think their current week's auction is the only one so far that hasn't included an Alfa of some kind.

In my opinion, this site may hold some special benefits for Midwesterners searching for a new acquisition. Why? Because most of the cars featured tend to be well-cared-for west coast cars that haven't been ravaged by rust. If you are trying to buy a car long-distance, short of buying it from someone you know—arguably the best option—I'd look for one with a sound pedigree. I think that BaT may offer a better chance of finding a good one than do most eBay or Craigslist offerings. 🍀



Tweaked 1974 GTV driver, \$23,000



1969 Spider, \$29,750

Alfas Sell Well in Portugal

Your editors had the opportunity to vacation in Portugal and Spain last month and couldn't avoid doing some in-depth automotive research along the way. We're always on the lookout for Alfa Romeos, of course. The result of our research? Alfa seems to be selling pretty well in Portugal, but less well in Spain. We saw plenty of new Giuliettas and Mitos on the streets of Lisbon and the roads around Porto. There were some older cars here and there, mostly 156s, but nothing by way of earlier models.

While Alfas were visible on the streets of Madrid, the proportions were lower relative to other marques than in Portugal. Perhaps that's because Spain has some auto production of its own while Portugal does not. French makes seemed to be quite prevalent in both countries. 🍀



Giulietta in the village of Lamego, Portugal

Alfa News and Rumors

After last month's spate of Alfa news and speculation, the late part of September wasn't quite as active. Perhaps most notable was the introduction of the production version of the 4C Spider at the Paris Auto Show this weekend. The production version is little changed from the concept introduced last year at the Geneva show, with a canvas top and carbon fiber roll bar replacing the coupe's roof panel. Alfa also introduced two new variants; a hot Giulietta QV, and a Mito Junior for the European market.

Also in Paris, Fiat introduced the 500X, Fiat's version of the new small Jeep Renegade. I'd say that Fiat did a better job of styling the 500X than Jeep did on its version, probably because the stylists didn't have to add any Jeep cues to their design. Expect to see the



Which do you like better, the 500X (above) or the Renegade (below)?



500X at your friendly Fiat dealer sometime the first half of next year.

Over on the [4C Forum](#), members are talking about the lack of production 4C deliveries in the U.S. The talk is that there will likely be no 4Cs delivered to customers in the U.S. before November. Less optimistic posters doubt whether a 4C will get to private hands before 2015. In addition to the traditional paper version, the 4C owners manual will be available as a DVD and as an "augmented reality" smart phone app which will support a point-and-tell function. Just scan the part of the car you're wondering about, say the oil filler cap, and the app will provide information, e.g., the time remaining until the next service.

In other 4C news, FCA is said to be working on a new, hotter version with 270 horsepower, up from 237 in the original version. Improved brakes, an upgraded suspension, and more aggressive styling features are also projected for the model, said to be named the Quadrifoglio Verde. The model is projected for introduction at the Geneva Motor show next



Prototype 4C Quadrifoglio Verde, from inautonews.com. Note the more aggressive nose, and side cladding.

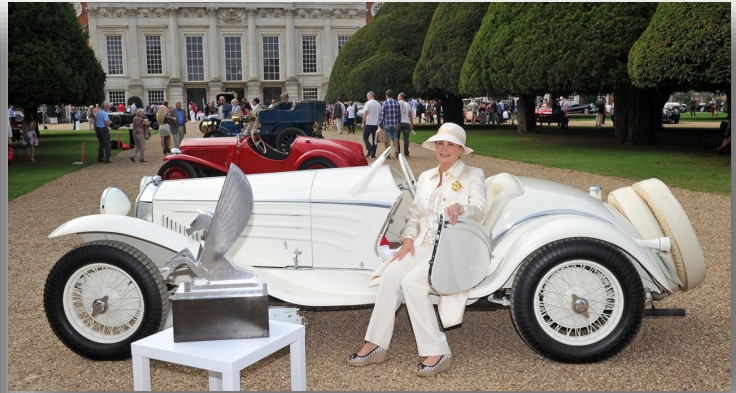
spring.

[Back in Italy](#), an order has been awarded to the Spanish Volkswagen subsidiary to supply 206 Seat Leons for the police and Carabinieri, marking the end of an era that began in 1952 when Alfa Romeo started supplying 1900 model sedans to the Italian Police. With the discontinuance of the Alfa 159, they no longer have a model suitable for police work.

The [Gazzetta Di Parma](#) carried a brief article with a quote from the always quotable Sergio Marchionne, who, when asked whether Alfa Romeo would one day compete in the LeMans 24 hour race, stated that such a venture would not be likely in the near term and that although it would be nice, “but will take time and money to realize this dream.” Seems to me like a statement of the obvious...

Along similar lines, [Corrieri dello Sport](#) reported that Marchionne told the press at the Paris show that although the plans for Alfa announced in Detroit did not include a racing program for Alfa Romeo, it was not impossible that one might be mounted with assistance from Ferrari. He suggested that Alfa and Ferrari had been permitted to drift apart and that Ferrari would be expected to support the revitalization of Alfa. He talked about the introduction in 2016 of the Spider co-developed with Mazda but nothing was said about its branding. Many think that it will be marketed as a Fiat.

Earlier in September [Il Messagero](#) suggested that the departure of Luca di Montezemolo from the helm of Ferrari was part of a larger strategy to tie Ferrari, Ma-



This beautiful 1931 Alfa Romeo 6C 1750 Touring “Flying Star” won the Coppa d’Oro at the Concorso d’Eleganza Villa d’Este in 1931. Now a part of the Keller collection, it was again a winner as best of show at the UK Concours of Elegance at Hampton Court in London last month.

serati, and Alfa Romeo into a luxury and performance car group which could then be spun off in an IPO. They say this could raise visibility of the brands and provide additional funds for the group, reducing the debt load. 🍀



This 1960 Giulietta Sprint Zagato, second series “short tail” owned by the Alfa museum, was scheduled to appear at the Giulietta 60th anniversary celebration, staged by the Italian Alfa Romeo register, September 26 to 28, in the area around Lake Garda and Montova, notably Castel d’Ario, birthplace of the legendary driver Tazio Nuvolari, and Verona, the city of Romeo and Juliet. Owners of all variations of Giulietta were invited to attend and participate. Source: Infomotori.com



← Latest version of the Alfa Romeo Logo? No, just a rendition of the Visconti coat of arms over the entrance to the Milanese High School of Applied Industrial Arts. Maybe next month we can revisit the origins of Alfa Romeo's badge. I'd wager most of us know its history but some may not. 🍀

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Classifieds

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

For Sale

1974 Alfa Romeo Spider

Sadly I must sell my everyday summer car. Runs super and looks great inside and out. Some work needed on lower panels. Personally owned 2 years. Previous owner also used daily in the summer for many years. 89,000 miles. Asking \$6,200.

Contact: Kristine Fauerbach, 1-608-877-0562, or kristine.fauerbach@gmail.com



1985 Corvette

Red/Red, 4+3, removable hard top. 51k miles and stored inside since new. All original. Body and interior in great shape. This car is move-in ready and is a nice ride. Blue Book value \$12,000.

Contact: Jim, 262-642-5068 or jzyla@wi.rr.com

Two Engines

1987 2.5l from a rusted out Milano. Approximately 90k. Make Offer.

1991 3.0l S motor. Approximately 200k. Make Offer. Steve Wirtz, West Bend, WI

262.306.8238 Home swirtz@charter.net

Parts - Make offer

Several Milano parts—Engine parts, Oil pans, valve covers, heads, small interior parts, hood, and sunroof. Don't have a Milano so I don't need the parts.

1974 Spider Hood, Cowl, Doors, Transmission and interior parts. New Left rear quarter panel and lower nose pan.

Steve Wirtz, West Bend, WI

262.306.8238 Home swirtz@charter.net



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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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June 24-28, 2015