

ALFANATIC

Alfa's Relaunch: - 42 Days and Counting

Only 42 days until the June 24 introduction of the new Alfa Romeo Sport Sedan, the first of eight new Alfa vehicles promised over the next several years. We'd call it the Giulia, or maybe the 100, but we don't really know what it will be called. We don't really know what it will look like, either—FCA has been very effective in keeping the wraps on its development work. The only spy photos we've seen so far are of the Maserati-based development mule being used to field test the drivetrain. The last months have brought news of the planned motive power, a base 4 cylinder, variously reported as either 1.8 or 2.0 liters, with twin turbos and direct injection yielding 180 to 330 horsepower, and a 2.9 liter 6 cylinder putting out 480 hp. These engines are slated to be produced in the Fiat engine plant in Termoli, a city on the



Italian enthusiast magazine *Quattroroute*'s concept of the new "Giulia"

Adriatic in Campobasso province, due east of Rome. FCA has reportedly invested a half-billion Euro in re-tooling the plant to produce an estimated 200,000 engines per year with its 2,400 workers. The cars themselves are to be assembled at the Cassino plant, south of Rome in Frosinone province. This former home to the Fiat Bravo is also getting a capital infusion of between 1 to 4 billion euro and will employ about 13,000 now presently underemployed workers. Assembly is scheduled to begin around the end of the year, so even though we'll see the new model in June, customers will still have to wait until early 2016 to actually buy one. Presumably, U.S. availability will follow shortly thereafter. 🍀

Condensed from reports on it.blastingnews.com and iLSole 24 ORE



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A Great Day for a Hillclimb

By Bob Abhalter

Mother nature smiled on AROC-WI the weekend of May 1-2, bringing near-perfect weather for the twenty-seventh running of *Das Kurze Klausenrennen* in New Glarus. The event drew close to forty entrants, counting last-minute attendees who were no doubt encouraged to attend by the clear skies and very com-



Starter Don Brubaker sends off Spider driver Tony Cavaliere.

fortable temperatures. Many fine autos turned out, some regular entrants and some new blood. As usual the non-Alfa entrants were spiced by our partners

from the Vintage Sportscar Club who came up with some really special vehicles.

“Our” little slice of two-lane blacktop was there, waiting for us to play race-driver. A little worse for wear than last year, it was still fun and somewhat challenging. (I always seem to run out of revs before the crest of the hill—too chicken to stretch things out, lest I travel home on a flatbed.) The organizers stressed the non-competitive nature of the event, to the extent that they no longer share times with the entrants. Despite that fact—or maybe because of it—



Marvin Primack shows off his “restomodded” MGA.

2015 Local, Regional, and International Events Calendar

May 15-17	SVRA Lake Forest Sportscars Spring Vintage Weekend , Road America
June 11-14	SVRA Brickyard Vintage Racing International, Indianapolis, IN
June 11-14	WeatherTech Chicago Region SCCA June Sprints, Road America
June 13-14	The 24 Hours of LeMans
June 21	34th Annual British Car Field Day , Sussex, WI, jstockinger4@wi.rr.com
June 24	AROC–Wisconsin, Tom Heinrich’s 2nd Annual Sports Car Solstice , Lift, Inc. HQ
June 24	105th Anniversary of the founding of A.L.F.A.
June 24-28	Alfamiglia Nordest, Alfa Romeo Owners Club National Convention, Rhode Island
June 25	Goodwood Festival of Speed
June 26-28	Pirelli World Challenge, Road America
July 2	CAROC Lapping Event, Blackhawk Farms, Info Here
July 10-11	21st Annual Millers at Milwaukee, Milwaukee Mile, West Allis, WI
July 12	Indycar ABC Supply Wisconsin 250, Milwaukee Mile, West Allis, WI
July 16-19	The Hawk with Brian Redman, Vintage Racing, Road America
July 24-26	SVRA U.S. Vintage Grand Prix (& Alfas at the Glen), Watkins Glen, NY
August 2(t)	AROC–Wisconsin, Italian Car and Motorcycle Show , Milwaukee, WI
August 6-9	Continental Tire Road Race Showcase, Road America
August 8	Alfa Demo Day at Simeone Foundation Automotive Museum , Philadelphia, PA
August 16	Pebble Beach Concours d’Elegance, Monterey, CA
August 16-20	Ferrari Club of America International Meet, Monterey, CA
August 27-29	NASCAR XFINITY Series, SCCA Pro TransAm, Road America
August 22-23	Milwaukee Masterpiece , Veterans Park, Milwaukee
September 11-13	VSC Ephraim Hillclimb and Concours, Ephraim, Wisconsin
September 11	Goodwood Revival
September 18-20	VSCDA Elkhart Lake Vintage Festival, Road America

everyone enjoyed the incident-free event.

Saturday's president's reception and banquet were great, as usual. The assemblage honored event founder Tom Caulfield with a round of applause as he entered the banquet. The Swiss entertainers still have the chops to sound their alpenhorns, and the kitchen and the band still know how to please.



President Schommer runs the drivers' meeting from the back of this 1924 Rolls Royce entered by David Watts.

If you missed this year's event, start planning now for the first weekend in May, 2016. Who knows how much longer we'll be able to run Kubly Road? Every year the road gets a bit rougher and the traffic from the soccer field opposite the starting line increases. Our hillclimb harks back to a much earlier time when events on public roads were more common. How many other events like this still survive? 🍀



A unique Talbot Lago America and beautiful Alfa 1900 Touring Coupe driven from Iowa by Avery Reed and Dennis Holloway



*John Wilcox's extraordinary 1925 Durracq
D. Sbertoli photo.*



Allan Thom's 1960 Giulietta Sprint drew admirers all weekend.



Tom Caulfield with son Kevin make an appearance at the banquet.

Alfa Romeo Signs New U.S. Dealers

Now two dealers in Wisconsin, five in Chicagoland

By Bob Abhalter

Alfa Romeo is quietly adding to its dealer network in preparation for the launch of its new sports sedan. Last year 86 North American dealers were identified in the first wave of franchises awarded. A survey of the [Alfa Romeo U.S. website](#) at this writing shows the list expanded to 117 in the States although a few of the original dealers have opted out. Significant to Wisconsin Alfisti is the addition of a dealer in Madison and the increase in Chicago area dealerships from two to five.

In addition to the original franchisee, Bergstrom in Appleton, and the new [Don Miller Alfa Romeo](#) in Madison, it was earlier reported that International Motors would build an Alfa store in West Allis. It's also rumored that Palmen in Kenosha may be applying for a franchise. Evanston and Schaumburg, Illinois, are also on the dealers list and could be convenient to some of our membership.

4C Coupe Supply Meeting Demand?

[Alfa 4C Forum](#) members have been diligent in identifying the flow of 4C Launch Editions into the U.S. There is a register of owners who are self-reporting their purchases, as well as a list of cars for sale within the U.S., culled from publically available databases and dealer sites by enthusiasts with knowledge of the distribution channels and perhaps too much time on their hands.

The picture one gets is that if one is diligent and willing to travel, 4C LEs and standard edition cars are available in the marketplace. The site lists 73 cars available as of the end of March, including 23 Launch Editions. There are also 3 "used cars" for sale as of the last update.

4C Coupe to Disappear with the 2017 Model Year?

A poster to the 4C Forum site, claiming contacts within the FCA organization, writes that the U.S. version of the 4C Coupe may [go out of production for](#)

[the 2017 model year](#) because of changes to the DOT airbag rules pertaining to side airbags. Spider production can presumably continue indefinitely as open cars are exempted from the new rules. 🍀

Tech Tip

From a friend of Gary Schommer, lifted from a local EAA chapter newsletter.

Penetrating Oils (from Dennis Crispin)

"Machinist's Workshop" recently published information on various penetrating oils. The magazine reports they tested these products for "break out torque" on rusted nuts and bolts. A subjective test was made of popular penetrating oils, with the unit of merit being the torque required to remove the nut from a "scientifically rusted" bolt. Average torque load to loosen nut:

No Oil used	516 foot pounds
WD-40	238 foot pounds
PB Blaster	214 foot pounds
Liquid Wrench	127 foot pounds
Kano Kroil	106 foot pounds
ATF/Acetone mix	53 foot pounds

The ATF/Acetone mix is a "home brew" mix of 50/50 automatic transmission fluid and acetone. Note this "home brew" released bolts better than any commercial product in this one particular test. Our local machinist group mixed up a batch, and we all now use it with equally good results. Note also that Liquid Wrench is almost as good as Kroil for 20% of the price.

ATF/Acetone mix is best, but you can also use ATF and lacquer thinner in a 50/50 mix. ATF = Any type of Automatic Transmission Fluid. This version of the story was in one of the Military Vehicle Club newsletters. 🍀



Marchionne Is So Right and So Wrong About Consolidation

By Richard Truett in [Automotive News](#)

Fiat Chrysler chief Sergio Marchionne is absolutely right in his call for industry consolidation but he is absolutely wrong about what needs consolidating.

In a call with analysts last week to discuss Fiat Chrysler Automobiles' first quarter earnings, Marchionne went rogue and launched into a discussion further pressing his case for automaker megamergers. Car companies, he believes, must make more efficient use of their capital.

It makes no sense, Marchionne argued, for dozens of automakers to spend money developing the same technologies.

My colleague Larry P. Vellequette listened to Marchionne's entire 2½-hour spiel and reported: "Marchionne said automakers could potentially share 40 to 50 percent of vehicle development costs, returning 2.5 billion to 4.5 billion euros of capital every year. To illustrate his point, he noted four-cylinder engine development, which cost each automaker billions with a negligible impact on buying decisions. 'Consumers could not give a flying leap,' Marchionne said, about whose four-cylinder engine is in a vehicle."



Fiesta ST: More than 5 million new-car buyers have paid a premium for an EcoBoost engine in a Ford car or light truck.

Actually, consumers do care about engines. More than 5 million new-car buyers cared enough to pay

Ford a premium for the EcoBoost engines in their car or light truck. Ford has done a masterful job positioning its line of turbo engines, so much so that in just five years, the company has sold more turbocharged engines in North America than any other automaker in history. EcoBoost is now one of the industry's most recognized subbrands. The Cummins diesel engine in the Ram pickup is another example of buyers willing to pay a fat premium for an engine. Look at the demand for the 707-hp monster in the Hellcat Challenger and Charger. Engines--four-cylinder or more--are the heart and soul of car companies. Would a BMW with some generic engine still have the same appeal? Would an Alfa Romeo?

Now, about consolidating, Marchionne could lead an industrywide effort to:

- Harmonize global emissions standards. Ask any executive who runs a company's powertrain operations -- be it an automaker or a supplier, such as Bosch, Mahle, FEV or AVL -- what one global emissions standard for gasoline engines and one for diesels would do to lower development costs. They'll tell you it would save the industry billions. Right now, each engine needs a separate emissions package for each region. Sometimes, that can be done with software, but more often, the changes require different parts. The amount of manhours and money automakers spend on this redundant engineering is incalculable. The last time I checked, clean air is clean air, regardless of where it is blowing.
- Standardize global safety regulations: Today, at least 58 nations are part of the World Forum for Harmonization of Vehicle Regulations, a United Nations entity charged with implementing best practices for vehicle safety, theft and other areas. The United States and Canada are not part of this important body. If Marchionne could convince the industry to lobby Washington to join, then bumpers, headlights, crash standards and dozens of other rules that cause vehicles to be engineered differently for specific countries would disappear. The last time I checked, a safe vehicle that protects its occupants and minimizes injuries to pedestrians is important no matter what continent it is driven on.
- Homogenize global fuel quality: Because addi-

tives, octane (cetane for diesel) and cleanliness (sulfur and lead content) of fuel varies by country and region, automakers must adjust engines and emissions systems. This drives up engineering costs and complexity and decreases manufacturing efficiency. Marchionne should invite automakers to a fuel summit to devise global industry standards acceptable to governments and refiners. The last time I checked, clean, high-quality fuel benefits an engine no matter where it is running.

To do any of the above is, at first, going to be disruptive. Change always costs money. But if safety, fuel and emissions regulations could be harmonized globally, the potential savings from the economies of scale would dramatically lower costs for suppliers, refiners and automakers. Sergio Marchionne could save the money he regrets spending on r&d and maintain the unique character of FCA's vehicles.

Sounds like a win-win proposition to me.

You can reach **Richard Truett** at rtruett@crain.com. 🍀

Happy Belated Birthday to Nicola Romeo

April 28, 1876, was the birthday of Nicola Romeo, the man who saved A.L.F.A. (Anomina Lombarda Fabbrica Automobili) from bankruptcy and added his name to the logo to become Alfa Romeo. According to an article published in www.vesuviolive.it, Romeo was born to a family of modest means in Sant'Antimo, near Naples, and in 1899 earned a degree in civil engineering from the Politecnico di Napoli. He furthered his education in electrical, mechanical, and hydraulic engineering in Belgium, France, and Germany but when he returned to Italy the only job offered him was as the railroad station master in Tivoli, a post he turned down as being not worthy of his talents and education.

As he continued his job search, he met a representative of Robert Blackwell and Co., an English machinery company desiring to open a branch in Italy. He ultimately was appointed their representative, running the Italian branch for several years before deciding to strike out on his own as a producer of railway rolling stock and a representative for English and American rail equipment.

In 1915, Romeo assumed control of the failing



Nicola Romeo

A.L.F.A., and began producing war equipment for the Italian and Allied forces in WW I. Initially he purchased a majority share in the company and ultimately took it over entirely.

After the war ALFA returned to the production of automobiles, but also produced electric railway engines and, later, airplanes. The first car to actually be labelled as an Alfa Romeo was produced in 1920.

Although the company was sound, its financing was not, as the Banca Italiana di Sconto, Romeo's financial backer, went bankrupt in 1921, forcing the Italian government to step in and ultimately resulting in the formation of a government-owned holding company. In 1928, after the company came close to liquidation, Romeo stepped down as CEO of Alfa Romeo. Despite his business setbacks, he was honored for his leadership and entrepreneurship as a Senator of the Kingdom in 1929. He was married to Angelina Valadin and fathered seven children. He died August 15, 1938 at his home on Magreglio, on Lake Como. 🍀



Alfa Romeo 20/30 HP ES

Photos and additional biographical information from Wikipedia.

Festa della Repubblica Celebration at Our Lady of Pompei, Little Italy, Chicago

An invitation to a car show from our friends in Chicago:

The Festa della Repubblica at Our Lady of Pompeii Shrine will be Sunday, May 31st, at 11am. The festivities begin with a Mass at the shrine and followed by a parade with the Sicilian band down Taylor Street to Garibaldi Park for a wreath laying ceremony at the Garibaldi statue. There will also be a classic Italian car show (that's us) in front of the shrine. Food and beverages will also be available. For info please contact Carlo at (708) 217-1004. 🍀



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For Sale

1979 Sprint Veloce



You may have seen it listed here last month. If you were thinking of trying to pick up this good-looking Alfetta GT for a song, you're too late. Club friend Bill Hall beat you to it. After a phone conversation, Bill travelled over to Iowa to meet with the owner, Roger Meacham and negotiate the purchase. Bill was quite pleased with what he saw and thinks the car is a "keeper." Roger also was pleased that he could pass the car on to someone who appreciated it and says that he got more calls from this ad than he did from one in the *Alfa Owner*. (Hint, hint.) Thinking of selling? List your car here. It's free!

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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