

ALFANATIC



Next Event

Cooper Technica Shop Visit and Presentation

Saturday, November 8

David Cooper, one of the speakers at the 2025 AROC-USA convention, has invited us to his shop, Cooper Technica. Among all the very interesting things in his shop is an Alfa Romeo race car from 1942.

It was the only Alfa Romeo 6C 2300 B prepared for racing by Italian POWs in Kenya and raced during and after the war—known as the “fastest car in East Africa” for many years.

Discovering the history and provenance of this extraordinary car has been a huge challenge.

1. Our research team in the US, UK, and Italy had to clear all the wrong stories told about the car and the confusion between this Alfa Romeo and others.
2. We had to document the controversial and relatively unknown history of the 70,000+ Italians taken prisoner by the British in January 1941 and brought to Kenya as POWs.
3. We had to trace the history of this Alfa Romeo from the time it was constructed in 1938, to its modification as a race car in 1942 and its race history in Kenya. We now have most of the documentation we need to support the above history.

The presentation on November 8th will be a chance to study the Alfa Romeo as it sits today, and see a slide show of the history and provenance of this extraordinary car. This history builds on information presented by David Cooper & Michele Casiraghi at the AROC Convention.

We will be meeting at Cooper Technica on Saturday, November 8, at 10 am. Afterwards the group will have lunch at a local establishment that has reserved a space for us. You will be responsible for paying for your own lunch, but we will all be in a room together.

Cooper Technica
19235 84th Street
Bristol, Wisconsin 53104
312-719-1711

Lunch is at: **75th Street Inn**
26229 75th Street
Salem, WI 53168
(262) 843-1505

Please RSVP to Steve Crowley @ ducktoe@icloud.com, so that we can know how many are attending.
Thanks to Steve and CAROC for organizing this event and inviting us.



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AROC-Wisconsin Fall Color Tour Report

By Bob Ludwigson

Saturday, October 25, dawned cloudy and a little gloomy. Nevertheless, 19 people and 11 cars congregated at our meeting point in Holy Hill's lower parking lot. After a round of greetings and car talk, tour planner Gary Schommer hosted a drivers' meeting. Shortly thereafter, drivers started on the route after dodging pilgrims arriving for an event at the Basilica.

The loop around Holy Hill was at near-peak color, while later portions of the fun-to-drive route were perhaps a little less so, with intermittent sprinkles of rain. We covered 60 delightful miles, passing through the many picturesque neighborhoods north of County Line Road. Eventually, after passing through Slinger, we regrouped at Gary's Place in West Bend (no connection with our Mr. Schommer, we were told) for a fine lunch. Some of our number planned a visit to the Museum of Wisconsin Art following lunch.

It was a fine ride despite the somewhat gloomy weather. Maybe next year we can arrange for a little sun to brighten things up. 🍀



Local, Regional, and International Events Calendar, 2025 - 2026

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

2025

October 31—Nov 2 [Las Vegas Concours](#), Wynn Golf Club, Nevada

2026

Jan 28 - Feb 1	RetroMobile Exhibition, Paris, France
Feb 28 - Mar 1	Moda Miami. Biltmore Hotel, Coral Gables, Florida
Mar 5-8	The Amelia , Amelia Island, Florida
May 1-2	AROC-WI Das Kurze Klausenrennen, New Glarus, Wisconsin
May 15-17	SVRA Spring Vintage Weekend, Road America
June 5-7	SCCA Chicago Region June Sprints, Road America
June 10-20	AROC Goes to Italy, Steve Austin's Great Vacations
June 18-21	Indycar XPEL Grand Prix, Road America
June 26-28	Cheese Capital Cup, Trans Am Speedtour, Road America
July 16-19	WeatherTech Vintage Weekend with Brian Redman, Road America
July 30-Aug 2	Motul IMSA SportsCar Endurance Grand Prix, Road America
Aug 28-30	GT World Challenge, Road America
Sept 18-20	Art on Wheels VSCDA Vintage Weekend, Road America
Sept 23-27	AROC-USA National Convention, Ogden, Utah
Oct 2-4	SCCA National Runoffs, Road America

2026 AROC-USA National Convention Heads for Utah



Ready for a road trip? The Bonneville Chapter will present *La Montagne Chiamano* (The Mountains Are Calling), the 2026 AROC-USA National Convention, from 23-27 September 2026, in Ogden, Utah.

We met some of the event's organizers at this year's convention and they are an enthusiastic bunch. They did their homework, partnering with Ogden's city fathers to prepare a welcoming environment for AROC attendees. The headquarters hotel is located adjacent to the city's main entertainment district, offering a variety of bars and restaurants within walking distance. Sites for the various convention activities are within a comfortable driving distance. And who doesn't enjoy driving through the mountains?

Ogden is a city of roughly 87,000, situated north and east of Salt Lake City, at the foot of the Wasatch mountains. A former railroad hub, it is the closest city of any size to Promontory Point, the site of the laying of the Golden Spike, joining the east and west legs of the nation's first transcontinental railroad. It was once the second-largest city in Utah until the 1980s when other cities surpassed it. Italians settled in the area beginning in the 1870s and continue to be an important part of the community.

Make plans now to attend if you can. There are rumors of organized drives to the convention being planned from Denver and perhaps elsewhere that we may be interested in joining. Registration information should appear in the *Alfa Owner* in December or January and the target date for open registration is February 14. 🍀

F1 to Apple TV in 2026

Goodbye ESPN

In conjunction with the U.S Grand Prix, F1 and Apple announced that beginning in 2026 and for the next five seasons, its races will be streamed on Apple TV. ESPN elected not to bid for a renewal at the higher rates Liberty Media wanted them to pay for the privilege of airing the races.

Full coverage is promised and it was reported that some of the races will be aired free. I guess that means that Apple TV non-subscribers will be able to see them without signing up for the service. I'm also presuming that the same Sky Sports coverage will be featured, although that wasn't made clear in the announcements. F1 also has its own race program streaming available by subscription which will continue as an offering.

Apple TV subscribers will pay nothing additional to get the races, but those of us who have resisted adding another streaming service to our already high entertainment budgets have a decision to make. Details will be forthcoming. 🍀

Unrestored 1933 Alfa Romeo 8C2300 Wins 2025 Audrain Newport Concours d'Elegance

From [Magneto.com](https://www.magneto.com), Oct 10, 2025, by Geoff Love, edited

Under a flawless New England sky, the 1933 Alfa Romeo 8C 2300 Rimoldi Corto Spyder by Carrozzeria Touring took Best of Show at the 2025 Audrain Newport Concours d'Elegance. Unrestored yet magnificent, the car captured the event's growing reputation for celebrating authenticity and story as much as craftsmanship.



The Alfa, owned by Alex MacAllister, is no stranger to competition. Registered to the Alfa Romeo Works team in 1933, it ran in the Monte Carlo Rally, the Mille Miglia, and later in vintage racing. Its

'Rimoldi Alfa' nickname recalls its long-time British owner, a Manchester ice merchant who drove it regularly for decades.

It faced serious opposition at the 2025 Audrain Newport Concours d'Elegance. The 1961 Aston Martin DB4 GT Zagato Coupé owned by David and Ginny Sydorick was the Turin Motor Show car and winner of the Zagato Coachwork class. The 1960 Ferrari 250 SWB Pinin Farina Cabriolet Speciale, shown at Geneva in 1960, won the Ferrari class, while William Parfet's 1936 Mercedes-Benz 540K Spezial Roadster brought formidable pre-war gravitas. *(continued)*

All four cars embodied excellence. But the judges' choice of the Alfa was indicative of preservation-class cars' arrival in the world's major concours d'élégance.

Audrain's judging panel avoids the conventional concours obsession with rivet counting. There are no preservation classes here – unrestored cars compete on equal footing. Authenticity, design significance and continuity of ownership matter most. The Alfa's honest patina and racing history ticked every box. As one judge put it: "A winning car at a concours says much about the concours." In choosing the Alfa, Audrain confirmed that it is a concours confident enough to reward cars that have lived. 🍀

Alfa U.S. Sales Trajectory Unchanged

On October 1, FCA US LLC released its [third quarter sales results](#). The headline news was that company's sales increased 6% over the same quarter last year. Less was made of the fact that sales are still 6% behind last years pace.

Alfa Romeo sold only 1,614 units in Q3, bringing the totals for the year to 4,778, 30% less than last year. The press release accompanying the statistics tellingly omits any mention of our marque. If you can't say anything nice... 🍀

Alfa Changes Direction Once Again

As reported by [ClubAlfa.it](#) and other sources, Alfa Romeo's new leadership is moving away from large cars. Alfa's CEO Santo Ficili stated in an interview with *Automotive News* that plans for a new E-segment offering will not go forward. The *E-Jet* project was a favorite of former CEO Jean-Philippe Imperato, who wanted a large SUV to compete against the likes of the BMW X5 in the U.S.A. Now Ficili and new Stellantis head Antonio Filosa, have decided to head in a different direction.

This will leave the D-segment Stelvio and Giulia as the largest cars in Alfa's model range. Both based on the Stellantis corporate STLA platform, they are expected to be slightly larger than the current versions. Going down range, Alfa will compete with the C-segment Tonale and B-segment Junior. Those segments make up the core of the European market. It is hoped that this level of market concentration will lead to improved sales, margins, and cash flows.

Some observers say that Alfa's near-term offerings will be limited to those four models, while others talk

about the possibility of a crossover vehicle positioned in size between the Junior and the Tonale.

In the U.S., we will continue to receive the present Giulia and Stelvio for another couple of years. The promised new models have been delayed because of the modifications required to convert them from all-electric to a mix of gas and electric versions. The facelifted Tonale is ready for the European market, but the timing of its arrival in the U.S. is expected sometime in 2026. 🍀



The new Tonale has updated styling and new tech. A PHEV version is available.

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Giulia, Stelvio Quad To Return

Alfa Romeo's U.K boss Jules Tilstone has confirmed to Autocar that the pure-petrol Giulia and Stelvio can continue. "Eighty per cent of the [UK] market is still ICE," he said. "People are looking for fun-to-drive performance ICE cars, and the Giulia and Stelvio offer that in spades. He also stated, "We're also bringing back the Quadrifoglio versions of both the Giulia and Stelvio." Production is slated to resume next April, according to [Autocar](#). It is currently unknown whether they will be offered in the U.S.



Production of the V6 versions ended in September, but with the delay of the new Stelvio and Giulia until 2027, it was decided to resume production of the twin-turbo, 500-plus hp Quadrifoglio versions of the old models. No changes are expected in the cars, except for engine software tweaks required to bring them in compliance with European regulations. 🍀

Ampia GTA Numero Uno, a Full-Carbon Restomod of the Alfa Romeo GT Coupé

From [Italpasion.fr](#), October 27, 2025, Composed by Nicolas Anderbegani

The Bertone GT coupé remains the cult car for many Alfisti, and what can we say about the GTA version, developed by Autodelta just 60 years ago! Let's discover this "Ampia," which means wide, ample, generous. It is the work of Harse Autocraft, a restoration company based in southern Ontario, Canada, and in business since 2014, to whom we already owe the [Alfa Romeo 4C Speedster](#). Well, Harse has made a specialty of restomodding this iconic model!

The model discussed in this article is based on a Alfa Romeo 2000 GTV from 1973. The company first presented a restomod 2000 GTV in an intense green livery, a unique, custom-made "green forest." Following

this, they embarked on a "full carbon" project.



Carbon Life

The donor Alfa Romeo GTV has been stripped down and overhauled from top to bottom, mainly to eradicate the rust that had taken its toll. This car features the first production Widebody kit entirely in carbon fiber, molded from the original green car with steel body. Numero Uno is equipped with numerous Ampia-style parts, such as the custom front grille, titanium suspension and a 2.0L in-line 4-cylinder engine with double overhead camshafts.



The colors of the Ampia livery highlight the carbon fiber. The Ampia signature can be seen on the flanks, where the Ampia name and Alfa Romeo coat of arms appear as holographic logos against the backdrop of the carbon livery. The coat of arms, in black, also appears on the hood. At the rear, the trunk opens electrically and features lighting. Here again, the trim is in carbon.

Weight savings were also achieved by using perspex for the windscreen, rear window, and quarter win-

dows. The bumpers have been dropped for good, to give it a GTAm look, and the front end features a polished aluminum Scudetto and a honeycomb grille. The Halo double headlamps are LED, while the grips and side marker lights are GTA-style, and the fuel filler cap is competition-style.



The refurbishment also includes 15-inch alloy wheels with signature center caps and Falken Azenis RT660 rubber gussets. According to its manufacturer, the Azenis RT660 is an extreme-performance summer tire with a motorsport-inspired tread compound. The lowered suspension features an Alfaholics front geometry kit, Alfa Classic adjustable rear springs, Koni shock absorbers, an aluminum T-bar, and drilled and chamfered rear trailing arms. In addition to far superior handling in bends, this restomod version promises hellish braking thanks to Wilwood brake calipers, drilled and grooved discs, and Alfaholics master cylinder.



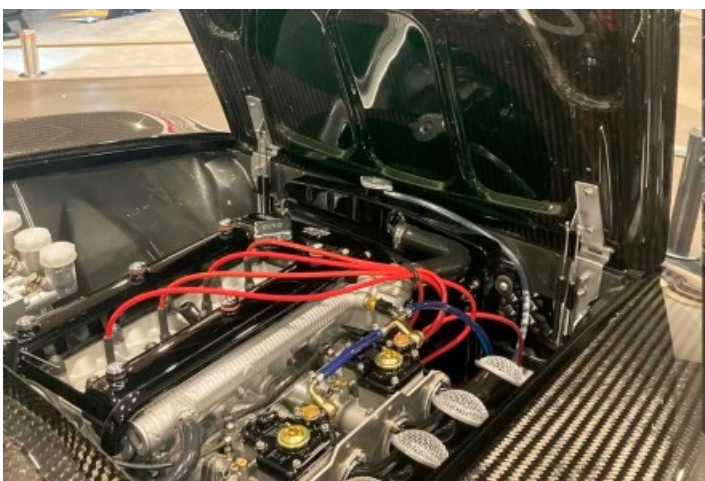
Classic Ambience Preserved

The interior retains the elegance and classicism of the original, enhanced by black leather with fabric ac-

cents for the contoured rear bench and front bucket seats, as well as a gray microfiber headliner and perforated black vinyl floor mats with contrasting diamond stitching. A Bluetooth stereo receiver concealed in the glovebox provides access to modern connectivity without betraying the period ambience, and allows sound to be broadcast via Kenwood speakers. The superb MOMO Prototipo steering wheel, carbon-fiber center console and woodgrain frames for dashboard and instruments are also worthy of note.



On the mechanical side, timing is now chain-driven with hydraulic tensioner. The assembly has been balanced and forged with high-compression pistons. Two Weber 40 DCOE 32 carburetors feed the heart of the beast, which is now rated at 180 hp, transmitted to the rear wheels via a lightened aluminum flywheel, a reinforced Sachs clutch, and a manual 5-speed gearbox, all for less than 900 kg... A lot of fun!



Editor's note: This car was offered and sold on [Bring-a-Trailer](#), July 24, 2024. The winning bid was \$220,000.



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.

Three 164s For Sale

I have three 1991 164s I'm looking to dispose of.

1. 1991 164L which was a daily driver until the front head gasket blew externally (no coolant in the oil or chambers) just shy of 200k miles.
2. 1991 164 Base parts car missing injectors, HVAC units and hood (it's on the L)
3. 1991 164 Sport with manual transmission. It was driven here and left. The owner was murdered. I'm told the rear suspension was rusted out. General condition "rough."

All three have tires. The first two hold air, I'm not sure about the Sport.

No offer will be refused. They're worth very little as

scrap and I'd rather see them go to someone who cares. Especially the L.

The L and Sport are at my shop at:

501A S Nine Mound Rd, Verona, WI 53593

The Base is at my home at W6008 Pioneer Rd., New Glarus, WI 53574

Pat Slattery martski43@gmail.com 608 347-5741

1978 Spider

Texas car, with backdated bumpers, Nardi wheel, and engine build by Stuart Sandeman. Asking \$15k. Gerry Perlman, Waco, TX, (562) 972-0700,

gerryperlman@gmail.com



Garage Cleanout

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



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WEBMASTER

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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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