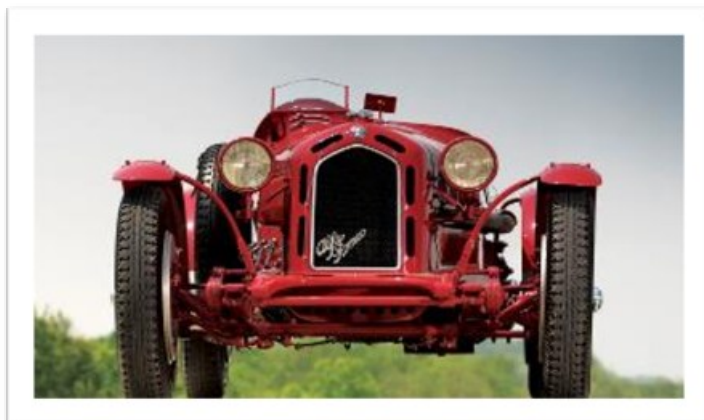


ALFANATIC



AROC - Wisconsin
Wishes All Alfisti and Their Families
a Very Merry Christmas and
a Happy New Year



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AROC Visits Cooper Technica

By Robert Ludwigion

David Cooper, owner of Cooper Technica Inc., coordinated with Steve Crowley of the Chicago chapter (CAROC) to arrange a site visit to his restoration shop in Bristol. AROC-WI members and guests were invited. In all, roughly 60 people attended the November 8 open house and presentation. In addition to viewing the various cars under restoration, we were treated to the story of how one particular Alfa, now in the Cooper Technica shop, survived through the years.


This car, a 6C 2300 B built in 1938, lived many lives. David Cooper used photos and illustrations to present the story of its history in the context of the pre- and post-WWII era, and related his own adventures tracking the car's history.

The car was first built as a Turismo (a long wheelbase open touring car) and travelled to Africa with its first owner, Italo Balbo, when he was appointed Governor-General of the Italian colony of Libya in 1933. In the early forties it was damaged in a road accident and

later converted into a race car by Italian prisoners of war held at a camp in Kenya.

After the war, the car was brought to England and rebodied once again, this time as a roadster. Eventually it came to the U.S., where the work was completed to the form now displayed on Cooper Technica's showroom floor.

Also on display in the showroom was a car we first saw during the November 2023 open house. It was a 1943 6C 2500 SS Cabriolet originally owned by German Army officer Wolfram Von Richthofen. Following his death from a brain tumor in 1945, his family sold the car to a U.S. Army officer. It then went to an Italian racer who entered it in the 1948 Mille Miglia, where it finished 3rd in its class. In the early 2010s it was rediscovered in New Zealand, purchased and imported to the U.S. It is now being restored in David's shop, but at present the work is on hold pending the receipt of additional funds.

After the presentation we had time to tour David's shop before enjoying a delicious lunch and conversation at the 75th Street Inn. Thanks to Steve for organizing this visit. 

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

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
Nov 19-22	RetroMobile US , Javits Convention Center, NYC

Photos from the Cooper Technica Visit



Above and right: The 6C 2300 B in its present form
Left: David Cooper discusses the early history of the car. The image on the screen shows the car with its original body.



Above: The 6C 2500 body in the Cooper Technica Shop
Left: The Von Richtofen 6C2500 at the Mille Miglia

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Help Us Plan the Annual Banquet

As you probably know, AROC-WI holds an annual business meeting and banquet in late winter, usually mid to late March. We're looking for a new site for this year's banquet, and you can help by recommending one.

Ideally, the restaurant or event space would have a handicap accessible private room capable of accommodating a minimum of 25 guests. It should be convenient to the bulk of our membership who reside mostly in Milwaukee and the WOW counties, but since we're car people a short drive wouldn't be out of the question.

Since we're into Italian cars, an Italian restaurant or menu items would be desirable but not mandatory. Perhaps you've attended an event and thought the restaurant did a good job, or you had a positive experience holding an event of your own. We'd like to hear your ideas. Drop a line to Bob Ludwigson at rludwigson@aol.com.

Fiat, an All-Italian Story

A brief history of the Turin-based car manufacturer that has been (and still is) the mirror of Italy.

From elledecor.com, published 10/1/2023, translated by Microsoft and edited by Bob Abhalter

Editor's note: This article was written prior to the formation of Stellantis



The history of Fiat is the history of Italian excellence. Fiat, more than any other manufacturer, is representative of the economic development of Italy.

Origins and Early History

The Società Anonima Fabbrica Italiana di Automobili - Turin was officially founded in Palazzo Bricherasio, in July 1899. The founders of Fiat were Emanuele Cacherano di Bricherasio, Alfonso Ferrero De Gubernatis-Ventimiglia, Carlo Biscaretti di Ruffia, and Giovanni Agnelli. The latter in time came to own the company,

establishing a dynasty that still controls the group today.



Fiat at the 1906 Salon

Fiat's first car was the 3-1/2 HP, introduced in the same year as its foundation. Fiat scored its first competition success on 1900 and by 1906 was the largest auto producer in Italy. In 1907 it won its first significant racing victory at the French GP. The same year brought a serious Italian stock market collapse. The company was saved by the banks and Giovanni Agnelli assumed an increasingly important role in Fiat's Management .

During the First World War, Fiat was a prime supplier to both the Italian and Russian armies. Employment increased from 4,000 to 40,000 and its share value increased seven-fold.

The regime supported Fiat during the Fascist era but Mussolini heavily favored Alfa Romeo during the war years, Allied bombs destroyed many Fiat factories.

Fiat in the Post-war Period

The end of WWII was a stressful period for Fiat. Giovanni Agnelli was accused of collaboration with the fascist regime and temporarily lost control of the company. Vittorio Valetta assumed the role of managing director, while Gianni Agnelli, Giovanni's nephew, became the majority shareholder.

The company's post-war recovery was aided by economic aid from the Marshall Plan. In 1950 it unveiled the 1400, Fiat's first unibody car and during the years of the "Italian economic miracle," the company introduced two ground-breaking vehicles, the Fiat 600 in 1955, and the Fiat 500 in 1957.



A Fiat 600 coupe

Fiat in the '60s and '70s

The '60s brought success to the company. Gianni Agnelli replaced the now eighty-year-old Valletta in 1966. He opened a plant in the Soviet Union and in 1969 ac-

quired Ferrari and Lancia. Two years later Abarth joined the group.

In 1978 the first front-wheel drive Fiat was produced, and the company returned to competition events. Not everything went smoothly in the '70s. Fiat's CEO Cesare Romiti, a hard liner, had to deal with continuing political and labor issues.

The '80s and '90s

By the beginning of the '80s, Fiat had won the tug-of-war with the unions, beaten but unbowed. Product development continued with the popular Panda, introduced in 1980 and the Uno, named car of the year in 1983. In 1986 Fiat acquired Alfa Romeo.

In the '90s, Fiat opened a series of factories scattered around the globe, and introduced other core models, like the Punto. In 1993 Maserati joined the group.

The Fiat Crisis in the 2000s

The new millennium did not smile on Fiat, which were forced through the most difficult years in its history. Gianni Agnelli died in 2003 at the age of 81, and between 2002 and 2004 went through four CEOs, losing €6.0 billion (\$6.7 billion). Finally, Luca Cordero di Montezemolo, president, and Sergio Marchionne, managing director, were appointed to control the company. John Elkann replaced Montezemolo in 2010 and in 2014, Fiat assumed control of Chrysler, forming FCA.

Essentially, Fiat bailed out Chrysler after it declared bankruptcy. FCA was in turn merged with the PSA group, a.k.a Peugeot S.A., in 2023 to form Stellantis.



New Model Confusion at Alfa?



According to Andrea Senatore, posting at [ClubAlfa.it](https://www.clubalfa.it), it is uncertain which new Alfa model we will see first.

We've known for some time that the new Giulia and Stelvio models have been delayed to make revisions that will allow for gas-powered drivetrain options for what were initially conceived as battery-electric-only vehicles.

Also in the mix is the successor to the Tonale which is to be built on the STLA medium platform and produced at the Melfi plant. The Tonale replacement is said to be larger than the present model, almost as large as the present Stelvio. In fact all three models, Tonale, Giulia, and Stelvio will be dimensionally larger than their current vehicles.

It was originally thought that the new Stelvio would arrive first toward the end of 2027, followed by the Giulia in 2028. It now appears that the Tonale replacement may be introduced first, followed by the Giulia, with the Stelvio debuting last, in 2028. None of this is official and, as we know, anything can happen in the world of Stellantis. 🍀

Giulia and Stelvio Quadrifoglios Return *But Not to the U.S.*

As previously discussed, with delays in the introduction of its new models, Alfa Romeo had second thoughts about mothballing the twin-turbo V6 Quadrifoglio versions of the Giulia and Stelvio and will again produce a specially contented version, albeit in a limited edition of 63 units per model. Although the Quadrifoglio Collezione is dubbed a Global Edition, none will come to the U.S., according to [auto123.com](https://www.auto123.com)



There Was Another Stelvio Before Alfa Romeo: This Strange Zagato Stelvio on Display in Tokyo

From Italpassion.fr, posted 12/3/2025 by Alexandre Filluzeau

Before the Stelvio name became synonymous with sporty SUVs at Alfa Romeo, it had already been worn by an automobile as rare as it was unclassifiable. In Tokyo, in a garage specializing in vintage Italian cars, a bright red apparition is now attracting discerning eyes: the Zagato Autech Stelvio. A totally forgotten '90s coupé, it was produced in just a few hundred examples. The only thing it has in common with the modern SUV is its name.



An Italian...Designed for the Japanese



Behind this intriguing car lies a collaboration as astonishing as it is ambitious, between Milanese coachbuilder Zagato and Japanese tuner

Autech Japan. At the end of the '80s, Japan was experiencing an economic golden age, and with it a craze for out-of-the-ordinary luxury cars. Nissan decided to entrust its subsidiary Autech with the task of creating ultra-exclusive models for a wealthy clientele. The idea was simple: to produce genuine "designer cars," designed without compromise and sold in very small series. To inaugurate this program, Autech turned to Zagato, whose bold bodywork had already made its

mark on Alfa Romeo, Aston Martin, and Lancia. The project was given an Italian name: Stelvio.

Hammer-sculpted Coachwork, Just Like the Old Days



Introduced at the 1989 Geneva Motor Show, the Zagato Autech Stelvio was immediately divisive. Some found it fascinating, others frankly disturbing. Its bow is dominated by an improbably shaped, bulging hood, incorporating both air intakes and rear-view mirrors housed directly in the front fenders. The flanks are muscular, the solid rims evoke futuristic hubcaps, and the rear ends in a discreet band of black lights.



But behind this atypical design lies craftsmanship of rare nobility. The bodywork is made entirely of aluminum, shaped by hand using a method

close to the famous Superleggera process. Each panel is hammered, fitted, and polished by Italian craftsmen,



a far cry from industrial assembly lines. Even the interior reflects this attention to detail, with a luxurious presentation combining full-grain leather and walnut woodwork, in an atmosphere that is resolutely more Italian than Japanese.



The four-speed automatic gearbox is imposed from the outset, betraying the model's grand touring rather than sporty orientation. Despite its specific chassis, reinforced and optimized by Autech, the Stelvio was never conceived as a circuit beast. It's a rolling salon car, a rolling work of art rather than a performance tool. Its aim is not to beat lap times, but to make people talk about it, to surprise, even to disturb.

A Car Sold for the Price of a Ferrari

In 1989, the Zagato Autech Stelvio was offered at around 700,000 francs, or over €100,000 today—a crazy price for a Japanese car at the time, equivalent to that of a Ferrari. As a result, only a few hundred examples were produced. Officially, 203 units were produced, including a few prototypes. Other sources put actual production at less than 110 vehicles. In other words, it's almost a miracle to see it in the flesh today.

Exhibited in Tokyo... and For Sale

The example currently on display in Japan can be seen at Garage Italya, a dealer specializing in rare Italian models. A delicious irony: this Italian designed for Japan is now being sold by a Japanese garage with an Italian name. The car is not only on display, but also for sale, at a price that can only be quoted on request. The car boasts a bright red livery, beige interior and just 39,000 kilometers on the odometer. First registered in Japan in 1997, it is still in perfect condition, and its technical inspection remains valid until the end of 2025. It's a right-hand-drive rear-wheel drive car, with a 2,960 cm³ twin-turbo V6 and original automatic transmission. Its imposing luxury coupé dimensions give it an unexpected presence, further enhanced by its unclassifiable design. A Stelvio before its time, and probably forever the strangest.

A Japanese Heart Under an Italian Dress

Yet beneath this rolling sculpture beats a very Japanese heart. The technical basis comes from the Nissan Leopard, a direct cousin of the 300ZX. It features a twin-turbocharged 3.0 V6, officially rated at 280 hp, but actually producing around 290 hp. This was a slight deliberate under-reporting, a consequence of the famous unofficial pact between Japanese automakers limiting advertised power.



Classifieds

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

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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



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
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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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