

ALFANATIC

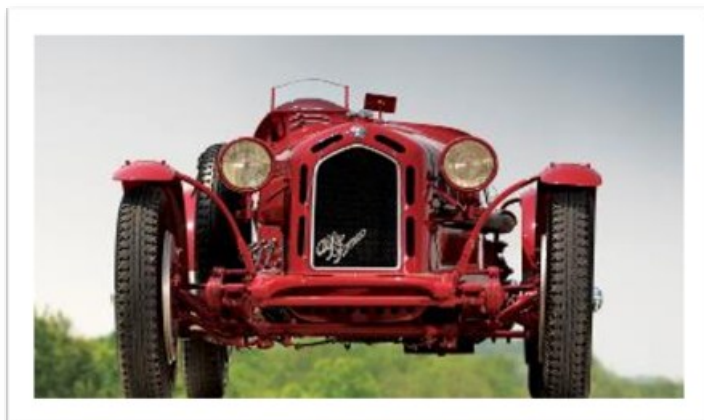


Next Event

The 37th Annual Das Kruze Klausenrennen

New Glarus, Wisconsin
May 1-2, 2026

AROC-WI and CAROC members should have received their invitations via email in early March. AROC-WI members should look for mail from Kevin Caulfield via Mailchimp. CAROC got theirs via a chapter mailing. If you've missed yours or would like an invitation as a non-member guest, contact Kevin at: kevin-caulfield@crc-mn.com. Eligible cars include Alfa Romeos pre-1995, Pre-WWII automobiles, and invited guest cars. Spectators and volunteers are always welcome. Join us at the Chalet Landhaus. 🍀



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AROC-Wisconsin Holds Annual Banquet

By Bob Ludwigson



On March 21, our club held its annual mid-winter banquet at Maggiano's Little Italy restaurant. Unfortunately only eight people

were in attendance to enjoy the delicious Italian food. The restaurant provided a private room and dedicated servers for us.

After the meal, President Randy Swanson took the floor and asked if the present club officers would serve again in 2026. All confirmed that they would.

Gary Schommer provided items that were available as attendance gifts.

All in all, it was a pleasant evening, despite the low attendance. 🍀

Driving and Track Events on the Horizon

Alfisti looking for driving and track events have plenty to look forward to in the coming months. The season opens with AROC-Wisconsin's own New Glarus Hill Climb, May 1-2, followed the next weekend by John Ehle's "Mother May I?" Mother's Day-eve tour (see links below).

Looking for track time? Consider driving to Michigan for the Detroit AROC Club's *The Drogato Pista* Grattan Raceway Lapping Day, an annual event held Memorial Day, Monday, May 25.

If that date or location doesn't work for you, consider a "Driver's Education and Lapping Day" at Blackhawk Farms Raceway, Saturday, June 13, presented by CAROC and the Lotus Corps. 🍀

Plan Ahead for Sicily

As mentioned here last month, this is the last year for AROC Goes to Italy. It will be replaced by AROC Goes to Sicily, once again led by Steve Austin. The start date has been set for Sep 21, 2027, and a ten-day itinerary is taking shape, with about half the time focused on the Targa Florio and the other half dedicated to sightseeing. 🍀

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

April 16	CAROC Andretti Karting & Games, Schaumburg IL
May 1-2	AROC-WI Das Kurze Klausenrennen, New Glarus WI
May 9	John Ehle's " Mother May I? " Spring Tour,
May 14-17	Milwaukee Auto Show , State Fair Park, West Allis WI
May 15-17	SVRA Spring Vintage Weekend, Road America
May 17	Glenview Luxury Imports 6th Annual Car Festival , Glenview IL
May 25	Detroit AROC Grattan Raceway Lapping Day , Grattan MI
June 5-7	SCCA Chicago Region June Sprints, Road America
June 10-20	AROC Goes to Italy, Steve Austin's Great Vacations
June 13	CAROC and Lotus Corps Driver's Ed and Lapping Day , Blackhawk Farms
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 UT
Oct 2-4	SCCA National Runoffs, Road America
Nov 19-22	RetroMobile US , Javits Convention Center, NYC
Sep 21-Oct 1, 2027	AROC Goes to Sicily , Steve Austin's Great Vacations



Spring Inspiration

AROC-Wisconsin Chapter member emeritus Mike Ju-neau, now living in New Hampshire, sent us a picture of his 1961 Giulietta Spider “abnormale,” fitted with its fresh new Robbins top. The tan top looks great against the Spider’s Farina Red finish.

Feuell Out, McAlear In



Chris Feuell, Chrysler Brand CEO and Alfa Romeo North America Operations Manager, is out as of March 5, replaced by Matt McAlear, Dodge Brand CEO. McAlear will retain his Dodge responsibilities. Feuell is said to have left for personal reasons, according to *The Detroit News*, and other sources.

Ms. Feuell was in charge of Chrysler since 2021 and assumed responsibility for Alfa in late 2024. Mr. McAlear has been with Stellantis for 13 years and assumed leadership at Dodge in 2024.



It’s unlikely that the management shuffle will have any near-term impact on either Chrysler or Alfa. The Chrysler brand has been essentially reduced to one model, the Pacifica, which is scheduled for a major update next year, and the new Stelvio and Giulia models from Alfa are in the hands of the bosses in Italy. 🍀

CAROC Lapping Day at Blackhawk Farms

CAROC and Lotus Corps have scheduled their annual Carl Grabowski Driver’s Education and Lapping Day for Saturday, June 13, at Blackhawk Farms Raceway. The annual event offers attendees a chance to get some serious track time. There are special rates for novice entrants, as well as classroom and in-car instruction offered for those who want it. A touring session will be offered during the noon break.

The organizers promise plenty of track time, up to seven sessions for experienced drivers and six for the novice class. For more information, visit the [CA-ROC website](#). 🍀

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How Do You Say ATE (Alfred Teves)

Condensed from an [AlfaBB.com](https://www.alfabb.com) thread.



If you own an Alfa produced in the sixties or later, chances are your brakes were produced by Alfred Teves (ATE). In fact, the same is true of many European cars,

especially the German variety. But how do you say the name? It turns out that the answer is dependent on where you live and who you hang out with. A recent AlfaBB.com thread provided some opinions.

Stefano, the Californian who started the thread, says most Alfisti he knows say “Ah-tay,” but he drew blank looks from a group of VW and Porschephiles he’s acquainted with when he mentioned Ah-tay. To them its a always been “Ah-Tee-Eee.”


Poster *hotlegs32* said that in Blumberg, Germany, home to an ATE plant, they say only Teves or Alfred Teves when referring to the products, but back here in the U.S. its always been A-T-E—the letters sounded individually. A number of other posters, including Jim Spackman of Alfaholics, agree.

According to Thierry, the Dutch say Ah-tay, but not all Dutchmen agree, especially poster *GTV013*, who simply posted “no” in response to Thierry’s post.

Poster *spiderseries4* says that Germans pronounce the individual Deutsche letters. They sound out as aah-tay-eh.

Poster *Gubi* placed himself in the minority, writing that he always says “ate.”

In summery, the jury is split between those who pronounce the acronym in two syllables and those who sound out the letters in their native tongue.

Whatever the pronunciation, The Alfred Teves organization has been around for over 100 years, having been founded in 1906. By 1911 it was known as a major suppler of piston rings and hydraulic components. By the late twenties, Teves-developed hydraulic brake systems began to appear on German autos and trucks, and following WW II, Teves pioneered the development of disc brakes in partnership with Lockheed. The company continues to innovate in the development of modern control systems. 

Don’t Look for a New GTV or Spider Anytime Soon

In an interview with [Magneto.com](https://www.magneto.com), Alfa Romeo’s design chief Alejandro Mesonero-Romanos was asked whether his design team can experiment with sporty coupes and spiders, even if there’s no immediate production case. He responded in part, “There is often a



difference between what people say they want and what they actually buy.


“Many people say they love sports

cars or low, elegant cars, but when they go to buy something they choose SUVs or crossovers. These cars offer a higher driving position, a feeling of safety, practicality, and versatility.

“As a result, there is less space in the market for traditional low cars such as hatchbacks or sedans, which some people now perceive as outdated. Yet whenever people see a beautiful low sports car they still react emotionally to it. There is a tension between rational purchasing decisions and emotional desire. For Alfa Romeo we obviously build SUVs because the market demands them, but we also want cars that are aerodynamic, lower and sportier, with a strong stance.”



Alejandro also discussed the development of the 33 Stradale, which he said was produced in a very short timeframe.

He says he will have more time and resources to develop its successor. He also feels that Alfa can operate over a broader range of markets than some other manufacturers due to its history, giving the example that Maserati could never be successful marketing a small SUV, but Alfa can be successful in that space because of its past offerings. It can also succeed offering bespoke supercars such as the 33 Stradale because it has a history in that market as well. 

Italian F1 Fans in Conflict?



How can even faithful *Tifosi* fail to cheer for Kimi Antonelli, the 19-year-old *Bolognese* who just became the youngest ever driver to lead the world championship standings after winning two of the first three races of the season?

The Italian sports pages are carrying his photo, reminding their readers that only two Italians have ever been crowned world champion. The first was Giuseppe “Nino” Farina, driving for Alfa Romeo in 1950, and the second was Alberto Ascari, who drove Ferraris to victory in 1952 and 1953.

While it’s way too early for Kimi to claim the crown, he represents Italy’s best opportunity in ages, and his Mercedes team has emerged as the one to beat. According to journalist Giulia Toninelli, writing for [gazzetta.it](https://www.gazzetta.it), his main assets are his youth and adaptability and the support his team has given him, personified by the mentorship of his race engineer Peter “Bono” Bonnington. After a middling first season, Kimi has improved his race-craft. His relative lack of



experience in cars of the old formula is arguably an advantage as he learns the idiosyncrasies of the new cars.

While Ferrari is the de facto national team of Italy, Kimi has quickly become Italy’s “hero” driver. How is a loyal Italian race fan to choose who to root for? The next time Kimi wins a race, check to see whether the Ferrari mechanics are singing along as *Il Canto degli Italiani* is played. 🍀

Dubai Alfa Dealer Goes “Bespoke”



[Quattroruote](https://www.quattroruote.com) reports that Gargash, the Dubai Alfa Romeo Dealer, has cooked up a way to move its allocation of five 2026 Giulia Quadrifoglios at generous margins. It has announced the “Giulia Quadrifoglio Bespoke Edition.”

Gargash dressed the jet black Quads up with a special trim package which includes gold-bronze wheels and brake calipers, gold-leafed carbon fiber trim accents, 115th anniversary logos here and there, and a gray Alfa logo ghosted onto the Giulia’s hood. The interior is boldly trimmed in black and orange leather. The headrests of the Sparco race seats are embroidered “*I di 5*” (one of five) to remind the driver and passengers that the cars are something special. The price? The MSRP is 499,900 Dirhams, the equivalent of \$135,000—pretty dear for a trim package but likely pocket change for many of Dubai’s financiers.

Fun facts: Dubai, with a population of 4 million, is the largest city in the United Arab Emirates and the capital of the Emirate of Dubai. Established in the 18th century as a pearling and fishing settlement, it has grown into a world center of finance and trade. Its wealth has very little to do with oil, which makes up less than 1% of the emirate’s GDP. Most remarkably, to me at least, is that 92% of its residents are expatriates. All this is according to Wikipedia.

So, what distinguishes “bespoke” from “limited edition?” I would call these cars a limited edition, much like the *Nero Edizione* Giulias offered earlier in the sedan’s production run. The term bespoke means “made to order,” that is, specially made for an individual customer. These specials don’t qualify unless you consider that customer to be the dealer who received them from Alfa. We hope the fortunate five new owners enjoy themselves. 🍀

Registration Open for 2026 AROC Convention



the mountains are calling...

September 23rd -27th 2026

Last weekend, AROC members in good standing should have received their invitation to register for the AROC-USA National Convention in Ogden, Utah, September 23-27. We hope yours didn't fall into the spam folder, but just in case it did, click here: [AROC National Convention | Ogden, Utah 2026](#)

The organizers have assembled a professional website, that will give you the details on the range of activities they are preparing. You should really consider attending, especially if you are fascinated by the west and its history. Ogden is a short drive from Promontory Summit, the site of the completion of the nation's first transcontinental railway. It's also not all that far from Salt Lake City. You can visit either as a convention attendee. Ogden's active downtown area is adjacent the host hotel and will host its annual Italian Festival the weekend before the convention.

The convention's organizers recognize that Utah, and Ogden in particular, is not exactly a hop and a skip from most of the traditional hotbeds of Alfa appreciation, so they have devised a plan to enable you to enjoy your vintage Spider or GTV without braving a two or three day air-condition-less cross country grind. They have teamed with [Nexus Auto Transport](#) to provide individualized door-to-door service to and from the convention for your fun car. Arrive and drive, with no midnight breakdowns or other enroute trailering disasters to worry about. (Yes, they're insured. What could possibly go wrong?)

The new and improved (not really) ClubExpress.com sign up app is waiting to take your entries. Availability is limited for some events, and by now the pre-tour has likely already sold out. Do it now! 🍀

Which Busso Engine Do You Have?



Gli ingegneri: l to r, Orazio Satto Puglia, Giuseppe Busso, Giuseppe Luraghi, and Carlo Chitti

When an Alfisti says "Busso engine" most owners of vintage Alfas immediately think of the sweet-sounding V6 used in

the U.S versions of the GTV6, Milano, and 164, as well as in other models and variants that we

never saw here. It was named after its designer, Giuseppe Busso.



But what about the "Nord" engine, the venerable 4 cylinder *bialbero* (twin shaft) that was the staple of the Giulietta, Giulia, and Alfetta range, in displacements from 1.3 to 2.0 liters?

Who designed it? Well, Giuseppe Busso, of course. While Orazio Satta was the father of the cast iron block four-cylinder 1900 engine of the fifties, the aluminum block Giulietta engine was a fresh design by Busso.

So, if the V6 had never been developed would we be referring to the twin cam four cylinder as the Busso engine? 🍀



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

From Doug Clark:

1958 Giulietta Spider Project

"Yesterday (March 15) I was at a sports car swap meet. A vendor was advertising this PROJECT car for sale. Asking price is \$10,000. It is in Green Bay. I told him that I would let possible interested parties know. The phone number to call for more information (and pictures) is (217) 273-9130."

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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.

SCAM WARNING

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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