

ALFANATIC



Next Event All Are Welcome!

**The Heinrichs' Sportscar Solstice Social Distancing BYO
Howl at the Moon Garage Party and Happening
Wednesday, July 29, 2020, 6:00 p.m.**

Lift Incorporated World Headquarters

2737 West Mill Road
Glendale, WI 53209

Questions?

Call Tom Heinrich,
414-353-5353/office
612-805-1179/cell
tom@liftinc.com

Date Change!

The solstice has passed, but you can still join us for an evening of cars and conversation. Tom and Pam will provide the venue, hospitality, and grill, but out of concern over our continuing good health, PLEASE PLAN ON PROVIDING YOUR OWN FOOD AND DRINK. There will be NO BUFFET TABLE.



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Summer Solstice Party Resets

By Bob Abhalter


The Heinrich's Sportscar Solstice Howl at the Moon Garage Party and Happening is still on. It just missed the solstice by a month or so due to the untimely passing of Pam's mother in early June.

Hosting a social event this summer is fraught with uncertainty, but Tom feels that a gathering is doable as long as we all act responsibly.

Past gatherings featured a buffet table with dishes attendees brought to share with their fellow guests. This year, **Tom asks you, in the interest of better hygiene, not to bring dishes to share.** Be selfish! Bring your own food and drink and nothing for others. (Unless, of course, you're sharing your bounty with your significant other or other co-habitant.)

We won't advise you on how to be socially distanced (not to be confused with socially challenged), but we're sure you will be prudent. No one will giggle if you feel like wearing a mask, but I don't think Tom is going to be marking off the floor of the garage, or anything, so use your best judgement.


Tom usually has a surprise or two (car-wise) in store for his visitors, and this year should be no exception. I can't say what he has planned, mostly because he wouldn't tell me, but there will certainly be something new and different to admire.

So meet us in Glendale (address is on the front page, if you didn't notice), Wednesday, July 29, from 6 p.m. until... 

ICAMS Car Show Cancelled

By Bob Ludwigson

The AROC-WI August 9 Italian Car and Motorcycle Show has been cancelled. In discussing the event with Joe Reina, president of Reina International Auto, we decided that it would not be prudent to have the show this year.

Reina's lot and shop is a relatively small space, and it would be difficult to keep people separated during the food service and distanced when viewing the cars. We did say that as things improve with the virus, we may look at rescheduling it for a later date. As a side issue, the city of Brookfield is currently replacing a water main along Capitol Drive right in front of Reina's, and if that work continued into August it would have made attending the show difficult. 

2020-21 Local, Regional, and International Events Calendar

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

July 5	F1 race, Austrian Grand Prix
July 9-12	Rev Group Grand Prix by AMR— Indy Car Double Header , Road America
July 12	Second Austrian Grand Prix
July 23-26	WeatherTech International Challenge with Brian Redman, Road America
July 29	Tom and Pam Heinrich's Sportscar Solstice Howl at the Moon Garage Party
July 30 - Aug 2	IMSA Sportscar Weekend , Road America
August 6-8	NASCAR Xfinity Series Henry 180, Trans Am, Stadium Trucks, Road America
August 28-30	World Challenge Sportscar Weekend, Road America
September 10-13	U.S. Vintage Grand Prix, with Alfas at the Glen , Watkins Glen, NY
September 18-20	Ariens Art on Wheels VSCDA Vintage Weekend, Road America
September 19-20	Le Mans 24 Hour Race
October 9-11	SCCA National Championship Runoffs, Road America
October 22-26	AROC Goes to the U.S. Grand Prix, Austin, Texas
May 7-8, 2021 (t)	AROC-WI New Glarus Hill Climb
May 9-19, 2021	AROC Goes to Italy Tour
July 18-25, 2021	AROC National Convention, Colorado Springs, Colorado
July 23-25, 2021	Concours d'Elegance of America , Plymouth, Michigan
August 8 (T)	AROC-WI 23d Annual ICAMS Show, Reina Intl. Auto. Brookfield, WI
August 15, 2021	Pebble Beach Concours D'Elegance , Pebble Beach, California
August 22, 2021	Geneva Concours D'Elegance , Geneva, Illinois

Formula 1 to be a Spectator-less Europe-only Series?

The first eight races of this year's Formula 1 Series have been set, beginning the weekend of July 5 in Austria. This inaugural race, the Rolex Grosser Preis Von Österreich 2020, will be followed by a second contest a week later, dubbed the *Pirelli Grosser Preis Der Steiermark 2020*. Steiermark (Styria in English) is the Austrian state which is home to the Red Bull Ring (nee Österreichring) in Spielberg.



The circus will then move on to Hungary, Jul 17-19, before moving on to Great Britain for the next two races at Silverstone. The July 31 -Aug 2 weekend, is the official British Grand Prix, while the Aug 7-9 event, sponsored by Emirates Air, is called the *70th Anniversary Grand Prix*.

Following another brief pause, the Spanish Grand Prix will run August 14, followed two weeks later by Belgium, August 30, then Italy at Monza, September 6.

What comes after this is still highly speculative. The scheduled races in Azerbaijan, Singapore, and Japan have all been cancelled, while there is the possibility of a doubleheader in Bahrain and a race in Abu Dhabi.

Also likely is the addition of several more European events. Races in Portugal and at the Ferrari-owned Mugello circuit have been mentioned, as well as Hockenheim.

There has been no mention of any races in the Americas, and it seems unlikely that any will be run, given the present situation, that any will be held. But never say never. The situation changes daily. 🍀

Alfa Romeo Racing: More of the Same?

Chris Medland, writing for formula1.com doesn't hold out much hope for Alfa Romeo's resurgence in this year's series, the 70th anniversary of Alfa's sweeping the first "modern-era" world championship. Word is, the team's lap times during winter testing in Barcelona were lackluster, placing them in the back of the midfield along with Haas and Williams, and behind McLaren, Renault, and Racing Point.

The team, headquartered in Switzerland, enjoyed less upset during the pandemic, avoiding the shutdowns in Italy which affected Ferrari and AlphaTauri, (formerly Toro Rosso) and later, Great Britain, which affected all the others. Although Switzerland had its own relatively short lockdown, Formula One imposed its own eight week work moratorium, so, presumably, all teams were affected equally.

Medland doesn't hold out much hope that Alfa will be able to improve on last year's eighth-place performance in the constructor's championship. 🍀

Happy 110th Birthday, Alfa Romeo

June 24 marked the 110th anniversary of the founding of Anomina Lombarda Fabbrica Automobili, which later morphed into Alfa Romeo. The birthday was commemorated by an event at the museum in Arese, which reopened to the public after a closure of some months. A [video of the event](#), broadcast by Sky, is available on the Alfa Romeo YouTube channel. 🍀

Alfa Romeo's U.S. 2nd Quarter Sales Were "Least Worst" FCA Performance

Unsurprisingly, FCA's second quarter U.S. sales figures were terrible due to the dismal commercial situation caused by the pandemic.

Overall, FCA sales were down by 39% vs. last year's second quarter. Alfa Romeo sales decreased by only 21%, while Jeep as down by 27%, Ram by 35%, and Chrysler by 58%. Fiat sales declined by 54% and Dodge, 63% vs. the second quarter last year.

For the year-to-date Alfa's total U.S. sales of 7,437 are down "only" 18%, better in percentage terms than any other U.S. FCA brand. 🍀

The Alfa Story, Part 3

The 6C 2500 Villa d'Este, an Elegant Creation

Produced by FCA Italy, translated by MS word and edited by Bob Abhalter.

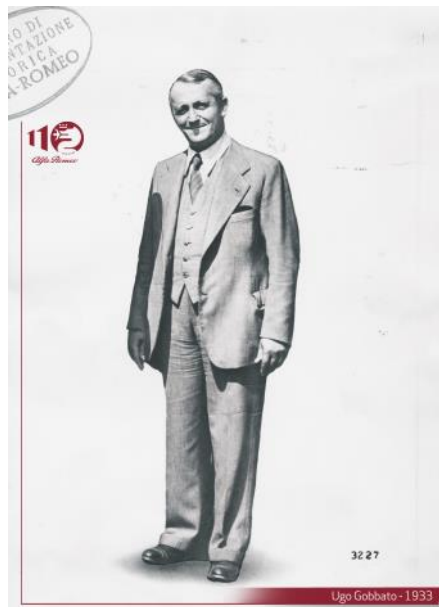
- The years following the Second World War saw the transition from craft production to a more modern manufacturing organization. Alfa Romeo survives and the cars retain their significance.
- The 6C Villa d'Este is a study in elegance, technical innovation, performance, and prestige.
- The car is surrounded by intertwined stories of famous people and timeless icons; from Tyrone Power to Eva Peron, from Rita Hayworth to Prince Ranier III of Monaco, and to a twenty-year-old Valentino Mazzola who worked at Portello when the first car of the new series was produced in 1939.

The Symbol of an Era

When the Touring-bodied 6C 2500 sedan appeared on the Cernobbio runway in the spring of 1949, it was clear to everyone that it would win the Gold Cup. The uniqueness and class of its lines were such that it was natural to give it *ad honorem* the name of the most important Concours d'Elegance in the world.



But the 6C 2500 Villa d'Este was not just a pinnacle of style. This car marked at the same time the end of the artisanal way of making cars and the turning point that announced a more modern production organization.



A Trevisano Who Traveled the World

Let's take a step back. When the 6C 2500 was born in 1939, engineer Ugo Gobbato had been in charge of the Portello works for six years. Gobbato brought an important wealth of industrial experience to Alfa Romeo. After graduating in Germany, he directed the

Marelli workshops and Fiat's Lingotto works. He was one of the main architects of the "greenfield" construction of the first major ball bearing factory in the Soviet Union.

A factory man, it was common to see him pass through the departments, talking to his men and checking to see if the work was being managed efficiently. Upon arrival, his first concern was to identify everything that wasn't working—poor machinery, poor layouts and unnecessary movement of material. With his analysis in hand, Gobbato began his work. His process is summarized in two manuals published in 1932 entitled "Organization of Production Factors." Gobbato developed and implemented a synthesis between the needs of a modern industrial system and the tradition of artisanal precision that had distinguished the company up to that time. The "non-standard production rationality," as it was called, resulted in the addition of a cadre of young engineers.

With them came new, more modern methods. The result was a more defined management hierarchy, precise tasks, and proportionate wages.



A Young Promise

As part of the huge task of remaking the Portello works, a football field, complete with a track and grandstands, was laid out in an adjacent field.

In 1938 the company's after-work team, the Alfa Romeo Football Group, which had won the regional division the year before, was promoted to the "C" league. For the occasion, a promising young footballer was hired, attracted by the prospect of a stable job as a mechanic at Portello. The Turinese, Valentino Mazzola would go on to become the captain of the national team.

Who knows if Mazzola ever turned a wrench building a 6C 2500? The only certainty was that he was employed at Portello in 1939 when the first car of the new series was produced.

The 6C 2500



The 6C 2500 introduced some important technical innovations, such as a rear torsion bar suspension with telescopic shocks, and hydraulic brakes which replaced the mechanical units.

Performance was improved. Power of the Super Sport model was increased to 110 hp, capable of 170 km/hr (106 mph). The car debuted in racing, winning the 1939 Tobruk-Tripoli race with a "thick wing" body, which integrated the bumpers into the body.

Once again, the technical innovation and sporting character of the model were seen as the key to reaching an elite clientele. In-house production started with five- or seven-seater Turismo versions. Short wheel-base Sport and Super Sport chassis were entrusted to the external carrozzerie. Despite the price (which ranged from 62 to 96 thousand lire), market

acceptance was more than positive. It was above all a great revenue producer, as the 159 units sold were worth as much as 1,200 Fiat 508 Balillas.



The return of the 6C

After the Second World War, factories had to be converted from war production to civilian production. The Portello works were the target of bombing raids in 1943 and 1944 and paid a heavy price. Resuming automobile production was not easy, but was made somewhat less difficult by drawing on the surviving prewar stock of 6C 2500 mechanical parts.



In 1945, very few of the 6C 2500 Sport were assembled. Nevertheless, Alfa's technicians and workers viewed them as a miraculous accomplishment. Outside the Portello works, Milan and many Italian cities were still half-destroyed, and the economy was on its knees. Companies resorted to the black market to obtain the materials and fuels necessary for plant operation.

The 6C 2500 Pinin Farina Cabriolet

In 1946, production rose to 146 units, including both cars and chassis delivered to the various carrozzerie. A convertible body was built on one of the chassis and taken to the Paris Motor Show. Italy, a defeated country, was excluded from the event, but the enterprising coach builder decided to place his car in front of the show's entrance at the Grand Palais. In the evening he moved it to Place de l'Opéra. This appearance was enough to guarantee the success of both the model and its creator, Battista "Pinin" Farina.



At Portello, the first Freccia d'Oro (Golden Arrow) was built on a Sport frame, with a rounded tail that reflected the latest developments in aerodynamics. This new model led to further developments. Pinin Farina designed an elegant coupe, an award winner at Villa d'Este, and race driver Achille Castoldi took a Touring-bodied coupe and repeated at the Geneva Motor Show what Farina did in Paris.

The car of the "bel mondo"

Tyrone Power rode around Rome in his Alfa Romeo 6C 2500. Juan Peron and his wife Evita drove one to tour Milan. The likes of King Farouk of Egypt and Rainier III of Monaco bought them. When Rita Hayworth married Prince Ali Khan at the Cannes City Hall on May 27, 1949, she arrived in the 6C 2500 Pinin Farina convertible that she had just received as a wedding gift. Her car's body was finished in an elegant gray, with its blue convertible top and interior perfectly in tune with the bride's dress.

The wedding was originally scheduled for earlier in the month, but was delayed at the request of the Prince, because of the tragedy of Superga. (The May 4, 1949 crash of a plane carrying the Grande Torino football team into an abutment at the back of Turin's

Superga basilica.) He was a Turinese by birth and a great football fan. The circle that opened in 1939 with the birth of the first 6C 2500 and the hiring of the still unknown footballer Valentino Mazzola, was thus closed. Mazzola was a striker for Grande Torino and perished in the crash.



The 6C 2500 SS Villa d'Este Coupe

We now return to the Villa d'Este, perhaps the ultimate and most beautiful realization of the 6C 2500.

The 6C 2500 SS "Villa d'Este" was one of the last Alfa Romeo models to be made with a separate body and frame. It was produced in only 36 units, no two alike, built to the customers' order and the creativity of the coachbuilder.

Starting with the 6C 2500 SS Coupé, Carrozzeria Touring's director, Bianchi Anderloni, introduced important changes. The front was redesigned. The four headlights were better integrated into the body and two overlapping elongated cooling sockets appeared. The fenders were integrated into the side, but



were still very evident. The windshield was split and raked back. In the rear, very low and pronounced, protrude two small, elegant round tail lights. A masterpiece of 20th-century automotive art was born.

In the 1949 edition of the Villa d'Este Concours d'Elégance, the car won the "Grand Prix Referendum," the peoples' choice award – and forever claimed the event's name for itself. 🍀

Alfa Body, Willys Engine: Kaiser's short-lived South American Mid-Size, the IKA Bergantin

by [Pat Foster](#) from August 2020 issue of [Hemmings Classic Car](#)



The IKA Bergantin used a restyled Alfa 1900 body.

There used to be a saying back when I was a kid: "Old American cars never die—they go to South America." There was a lot of truth in that; in the 1970s there were several 1960s-vintage American cars still being built in South America from old tooling. Chevrolet produced the circa-1966 Nova in Argentina into the mid-1970s. In Brazil, Ford produced the 1966-style Galaxie, also into the mid-1970s.

And of course, there was Kaiser-Frazer and Willys Motors. After those two U.S. firms merged in 1953, Kaiser's rapidly dwindling car production was moved to Willys' Toledo plant. Kaiser sold its Willow Run plant to General Motors that December.

By 1955, the Kaiser passenger car was dead in this country, but Henry Kaiser managed to work a deal to produce Kaiser sedans in Argentina. Industrias Kaiser Argentina was the joint venture company formed to produce the so-called Kaiser Carabela for the Argentinean market. The Carabela was nearly identical to the U.S. model Kaiser Manhattan, because it was built from the old tooling. Before shipping the machine tools to Argentina, the Toledo plant built 1,021 Kaiser sedans, mostly to use up existing parts stocks, but also to give the new company something to sell while it set up an assembly line in Argentina.

The Argentine company did pretty well with the Carabela, which proved surprisingly popular. Jeep pickups and station wagons were also produced in the plant and sales of those were excellent. But the company realized it needed to also offer lower-priced models if it hoped to utilize the plant's full capacity. Kaiser had already transferred the tooling for the Willys Aero compact car to a joint venture firm in Brazil, so IKA was forced to look elsewhere for a smaller, cheaper line of cars to produce.

It actually found several. Renault was interested in the Argentinean market and bought into IKA in 1959. Before long, the Renault Dauphine was in production. But IKA wanted something sized in between the little Dauphine and the big Carabela, so it approached Alfa Romeo about buying the tooling for its 1951-'58 1900 sedan. A deal was struck, and in 1960 the car went into production as the Kaiser Bergantin (Brigantine). It was an interesting mix: an Alfa Romeo 1900 body with some styling updates, powered by a locally built Willys four-cylinder engine. The following year, the Kaiser-Willys (ex- Continental) six-cylinder 115-hp engine was also available, though sources claim less than 400 were built.



An IKA Carabela at an Argentine Dealership.

The Kaiser Bergantin was quite a good-looking car, as sedans go. Riding upon a 103.5-inch wheelbase, it was also a perfect size, being right between the Carabela's longer 118.5-inch wheelbase and the Dauphine's shorter 89.3-inch wheelbase. Stylewise, it resembled a Brooks Stevens-designed small-car concept that Kaiser had considered back in 1947. To update the looks, the Alfa's vertical shield-style grille was replaced by a horizontal grille that ran full width between the front fenders, with a smaller air inlet resting above it to cover up the space where the top of the Alfa grille had terminated. IKA designers added full

wheel disc and whitewall tire options to give the Bergantin more of an “American” look—which the Argentines preferred—along with a two-tone paint option to add some pizzazz.

Unfortunately, Bergantin production lasted only until February of 1962. Sources claim the company ran into production problems because the Alfa Romeo body dies were pretty worn out by the time IKA acquired them. The plant struggled to build a quality product with substandard tooling until it finally had to give up. That same year, production of the Carabela also ended.

The Bergantins and the Carabelas were thus the final Kaiser cars produced. Seeking replacements for them, IKA decided to assemble Ramblers under license. American Motors was in an expansion mode overseas and looking for licensees to produce its cars, so the agreement suited both parties quite well—at least for a time. Kaiser apparently grew tired of the car business, because in 1967 the company sold its interests in both IKA and Willys-Overland Brazil, the two largest car companies in South America. The former was sold to Renault, the latter to Ford Motor Company. 🍀

Dodge Brand Ranks Highest in Initial Quality *Tied with Kia*

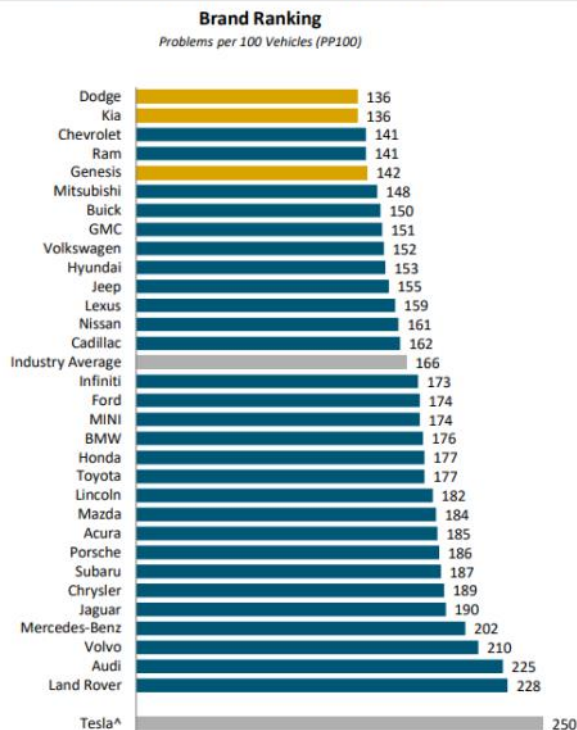
In a June 24 press release, FCA announced that its Dodge brand had placed first in the 2020 J.D. Power survey of initial quality. This is the first time a domestic make has scored a first place since the survey’s inception 34 years ago. Dodge tied with Kia which has led the field for the last 6 years. Kia’s Genesis luxury brand, which shared first place with Kia last year, slipped to fifth. The Ram brand placed third, tied with Chevrolet, while Jeep was eleventh, still better than the industry average. Chrysler was 24th, well below the industry average of 166 issues per 100 vehicles. Fiat and Alfa Romeo were not ranked. Apparently the sample size was too small.

Tesla, with 250 defects per 100 delivered vehicles was far behind all other brands but was not included in the official rankings because they do not allow the survey access to owners of cars sold in 15 states.

FCA’s Toluca, Mexico assembly plant, home of the Jeep Compass and Dodge Journey, scored a gold quality award for having the second-fewest defects per 100 vehicles, while the Belvidere, Illinois plant was awarded a bronze.

The survey measures components that fail and features that don’t work as their owners want, are difficult to understand, or hard to use. According to J.D. Power, questions were added this year to assess the

J.D. Power 2020 U.S. Initial Quality StudySM



functionality of new technology.

It’s interesting to note that several U.S. nameplates have fewer issues than the industry average, while the only Japanese manufacturers above the average line are Mitsubishi, Lexus, and Nissan. All other Japanese brands have more issues than the industry average, marking a significant reversal from the early years of the survey. Japanese luxury brands Lexus and Infinity are mid-pack, and the European brands, beside Volkswagen, are in the lower ranks. Tesla’s poor showing is testimony that in the customer’s eye, a product’s overall desirability often trumps initial quality measurements.

Also notable is that there are no Dodges, in fact no FCA products at all, in the list of the top-rated individual models. That list is headed by the Chevrolet Sonic, arguably a pretty basic conveyance.

Last, worth noting is that the number one assembly plant surveyed is GM’s Yantai Dongyue 2, China, plant, home of the Buick Envision. Curiously, that compact SUV is not among the top cars in its class. I guess I just don’t understand how these awards 🍀

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

Vintage Alfa Romeo Dealer Sign

This sign is 5 feet in diameter and in very good shape. There are 2 small cracks that can be repaired and the color is excellent. We had this sign mounted in our shop (Steve's British Connection) on a large pole for years. It currently is not lighting up but it should be an easy fix. Selling because we closed our shop. The sign is located in Lake Geneva. We prefer to sell the sign to someone who can come and see it in person and take it. We're trying not to have to ship it. I have more photos I can send direct. Asking \$3,500. Feel free to call 630-553-9023 or email sbcinc@aol.com Thank you.



Gary Tree is trying to clean out his garage. He is parting a **1980 Spider** and has many other parts to sell, too numerous to list. An S2 Windshield, fiberglass bumpers, engine, transmission, door latches, etc. Just ask! Contact Gary at 608-209-2352, or gjtreehouse@gmail.com

Four Used Cromodora Wheels

for 72-74 Alfa Spider. Surface and finish would benefit from some reconditioning but otherwise ready for that rally! If desired, and strictly at my cost—no adder—I would be willing to get them E-Coated ready for paint refinishing. Make me an offer!

Also, **Rear Bumper** for 1972-74 Spider. Make an offer.

James Huff, 514 Simon Drive, Hartford, WI 53027, jphuff4@gmail.com



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CONTACTS

PRESIDENT / WEBMASTER

Steve Wirtz (swirtz@charter.net)
1947 Wallace Lake Rd
West Bend, WI 53090
(262) 306-8238
www.aroc-wisconsin.org

TREASURER

Randy Swanson (RSwanson4@wi.rr.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
262-255-1676

PAST PRESIDENT, EVENTS, MEMBERSHIP

Gary Schommer (alfaman@wi.rr.com)
W141N6672 Memory Rd, Menomonee Falls, WI
53051-5119
262.252.3750

NEWSLETTER EDITORS

Bob and Chrystal Abhalter
(rabhalter@att.net)
5406 2nd Ave, Unit 2B
Kenosha, WI 53140
262-577-5212

TECH. 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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