

ALFANATIC



ICAMS Flashbacks



2018



2019



2017

We all missed our annual ICAMS show at Reina International Autos. A combination of Covid and road construction conspired to force its cancellation. Please enjoy this compilation of past events as a substitute. Remember, it's not too early to plan for next year's show. 🍀

2016



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F1 Series Finalizes Its 2020 Schedule

The Formula One series recently announced the addition of the final five races in its shortened 2020 series. While last month saw the confirmation of race dates in Italy, Portugal, and Germany, the latest races confirmed are in Turkey, Bahrain, and Abu Dhabi.

The November 15 Istanbul race marks the first time since 2011 that F1 has visited Turkey. Bahrain will host two races on successive weekends, November 29 and December 6. The second Bahrain race, titled the Sakhir Grand Prix after the region in which the track is located, will use the complex's "outer circuit," a high-speed track which links the straights and eliminates many of the lower-speed turns. It is predicted that the race will produce the shortest lap times of any race held this season. The final race, December 13 in Abu Dhabi, has long been expected to be the final race of the season but the details and date have only recently been announced.

One hopes that the series will return to the Americas next year once the pandemic has settled down. 🍀

Two Fall Events Left on Road America Calendar

Road America has two public events left in its 2020 season. On September 18 to 20, the track will see the annual Ariens Art on Wheels VSCDA Vintage Weekend and on October 9 to 11, Road America will host the SCCA National Championship Runoffs.

The fall vintage weekend typically draws over 300 entrants in 11 racing groups. Lower-key than July's International Challenge vintage event, it's still a great opportunity to see some great cars.

The SCCA National Championship Runoffs are in their 57th year. They were last held at Road America from 2009 through 2013. 🍀

"Mystery" Giulietta Identified



We should have recognized the Giulietta featured on last month's front page. Kevin Caulfield drove it from Minnesota to July's International Challenge. 🍀

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

September 6	GP Italy, Monza
September 10-13	U.S. Vintage Grand Prix, Watkins Glen, NY (No Spectators)
September 13	GP Toscana - Mugello Circuit, Italy
September 18-20	Ariens Art on Wheels VSCDA Vintage Weekend, Road America
September 19-20	Le Mans 24 Hour Race
September 27	GP Russia - Sochi
October 9-11	SCCA National Championship Runoffs, Road America
October 11	GP Eifel - Nurburg, Germany
October 25	GP Portugal - Portiamo
November 1	GP Emilia Romagna - Imola Circuit, Italy
November 15	GP Turkey - Istanbul
November 29	GP Bahrain
December 6	GP Sakhir - Bahrain, Outer Circuit
December 13	GP Abu Dhabi - Yas Marina Circuit
March 4-7	Amelia Island Concours d'Elegance , Amelia Island FL
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, 2021 (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

Alfa Romeo Racing Remains Back of Pack

It should be no surprise to followers of F1 that there has been little improvement in the performance of the Alfa Romeo Racing team. The best result for the team in the last three races was Kimi Raikkonen's 12th place in Belgium. Unfortunately, Antonio Giovinazzi was a DNF in that race. The team placed 15th and 17th at the 70th anniversary race at Silverstone, and 14th and 16th in Spain.

All three teams using Ferrari engines, including Ferrari itself, have fallen on hard times this year. Ferrari's ultimate embarrassment was its 13th and 14th place finish in Belgium, a race it won last year. Based on statements from the team, we should expect to see more of the same for the rest of the season.

So, if we can't root for Alfa or Ferrari this year perhaps we can wish more success for Max Verstappen who seems to be the best of the rest behind the Mercedes juggernaut. Or perhaps we can follow Daniel Ricciardo, whose Renault carried him to a 4th place in Belgium. 🍀

Alfa F1 to Go German Next Year?

Rumors are surfacing about a change of drivers for Alfa Romeo's F1 team in the 2021 season. With 41 year old Kimi Raikkonen's hinting that he may hang up his helmet and Antonio Giovinazzi contract expiring, speculation abounds that they will both be replaced. The experienced German Nico Hulkenberg and up-and-comer Mick Schumacher are now expected to slot into the team. Hulkenberg, who capably filled in for Racing Point's Sergio Perez in Spain, is a seasoned veteran, thought to be just the person to mentor the son of racing great Michael Schumacher.

Mick was a part of the Ferrari Racing Academy, as was Giovinazzi, and brings great name recognition and good skills to his prospective slot at Alfa Romeo. Time will tell whether this plan actually comes to fruition. 🍀

Alfa To Partner With Maserati?

According to money.it, going forward Alfa Romeo could benefit from Maserati's development plans. On September 9, Maserati is expected to unveil its new supercar, the MC20. Rumors are saying that Alfa Romeo may soon have a car based on the same platform and bearing the Alfa badge. Interestingly, the MC20, billed as more affordable and mainstream than the earlier MC12 from 2004, uses the carbon fiber tub



Maserati MC20 in camouflage. To be unveiled September 9. developed for Alfa's 4C as a foundation, according to [Topspeed.com](https://www.topspeed.com). The MC12 started with the Ferrari Enzo as the base. If Alfa gets a version of the twin-turbo V-6 powered MC20, the circle will be complete—from 4C to MC20, and back to Alfa.

It is also speculated that Maserati's new D-segment SUV, scheduled for production at Alfa's Cassino plant, will share its platform with the Stelvio and that future iterations of Alfa's SUV will benefit from Maserati engineering. Other future Alfa offerings in the premium segment may well be co-developed with Maserati.

It has been pointed out that Alfa and Maserati represent the new Stellantis organization's sole entries in the premium market segment. It is expected that CEO Carlos Tavares will focus heavily on developing these two brands going forward. 🍀



Alfa Most Sought-After Lease Vehicle

According to inforicambi.it and other sources, a whopping 54% of Alfa Romeo's 2019 production went to the leasing market. The Giulia and Stelvio have become the most desired cars for leasing in Italy, tied with the Jeep Renegade for first out of the top 15, followed by Audi and Volvo. 🍀

Amelia Island Concours Shares Plans for 2021



The organizers of the Amelia Island Concours d'Elegance are busy developing plans for the March 4-7, 2021 event. They state that the event will take place, Pan-

demic or not. Accommodations for social distancing have been included in their plans in the event such measures are still needed. Ticket sales to the various events and banquets associated with the main event will be limited.

Next year's featured honoree will be Lynn St. James.

The special classes will be:

- Hispano Suiza
- Porsche 935
- Chevy Thunder
- Ferrari 275 GTB
- 1970s Muscle Cars
- It's Electric
- Supercars of the '80s and '90s
- Shadow

Expect a healthy AROC presence at the show. The club will host a special section at Saturday's Cars and Coffee event and a reception and dinner will be held Friday evening. The club will once again have an information tent on the green both Saturday and Sunday. Watch the *Alfa Owner* for information on lodging opportunities. 🍀

"Milano" Name to Be Recycled?

From 1986 to 1989, Alfa Romeo marketed their model 75 sport sedan in the U.S. as the Milano. Equipped with the wonderful Busso-designed V-6, the Milano was intended to capture a share of the U.S. market owned by BMW and Mercedes. Although that plan didn't exactly work out as intended, the Milano was a wonderful, quirky car to own and drive.

Now comes news from clubalfa.it that Alfa has picked Milano as the provisional name for its new B-SUV, projected for production by the end of 2022. The new "urban" SUV would compare in size with the BMW X-1 and Mercedes GLB-Class. Earlier reports had the SUV named Brenner—after a pass in the Italian Alps—to continue the naming sequence begun by the Stelvio and Tonale.



A rendering of the 2022 Milano SUV from ClibAlfa.it

Speculation has it being initially introduced as an all-electric vehicle but the 'ute may also have a gas-engined version. It's assumed that the car will use PSA's CMP platform, already used in Europe for Peugeot and Opel SUVs. Unlike Alfa's own Giorgio platform, the CMP platform is designed for front- or all wheel-drive configurations. Alfa's challenge will be to make it sporty enough for its potential customers. It's an open question as to whether this Milano will appear in the U.S. or be limited to Europe. 🍀

Will Lancia Return to Europe?



Long on its deathbed, it's possible that Stellantis may revive the Lancia brand and reintroduce it to European markets outside of Italy. According to clubalfa.it, the neglected brand may find new life via increased funding from the newly merged company.

Under Sergio Marchionne, there were insufficient funds to revive both Alfa Romeo and Lancia. All the development funds went Alfa's way and Lancia was destined to become an Italy-only nameplate, ultimately selling only the compact Ypsilon. That single model currently outsells all Alfa Romeo models combined in Italy.

Analysts speculate that Stellantis will develop a new B class SUV for Lancia's reintroduction to Europe. But as PSA already markets three other small SUVs, it seems an odd strategy to further multiply brands. 🍀

The Alfa Story - Part 5



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

Gazelles and Panthers on the Italian roads—Alfa Romeo sports sedans at the service of the law

- *The fifth installment of The Alfa Romeo Story tells the tale of postwar Italy, from reconstruction to the economic boom.*
- *In those years, the Alfa Romeo legend was consolidated. Fastest on the track and on the road, they became a status symbol as well as ideal cars for both the Police and the Carabinieri.*
- *From the 1900 of the fifties to today, law enforcement agencies have employed all the most significant models of the marque.*
- *From the fifties on, Alfa Romeo evolved and modernized, taking the path of mass production while maintaining the charm and warmth of craftsmanship.*
- *Success went hand in hand with evolution and sales growth. The Giulietta, sold in over 177,000 units, was "the girlfriend of Italy," and its successor, the Giulia, an Italian icon, sold more than 570,000 units.*

The Cars of Law Enforcement

In post-war Italy, Alfa Romeos were legend. They had proven themselves faster than any other car, both on the track and on the road. They were powerful and they always won. They had all the technical and symbolic characteristics to become the preferred cars of law enforcement.

The link between Alfa Romeo and law enforcement was a footnote in the history of the Italian Republic. Beginning in the 1950s, Alfa Romeos were popular choices for emergency services. They were the “flyers,” a familiar presence for citizens, and entered the common language. The police cars were known as “Pantere,” and those of the Carabinieri, “Gazzelle” - metaphors that emphasized power and agility.



The first Pantera was a 1952 Alfa Romeo 1900. Its aggressive lines inspired the name.

The first Gazzella appeared a few years later. The most famous of all was the Giulia Super, but the various law enforcement agencies enlisted many other Alfa Romeo models—practically all the most important—from Matta to Alfasud, from Alfa 75 to Alfetta, from the 156 to today's Giulia.

Alfa Romeo As a Way of Life

The history of the relationship with law enforcement ran parallel to Alfa Romeo's evolution. This theme leads us to meet another protagonist: Orazio Satta Puliga, a Turinese of Sardinian origin, and a great lover of Alfa Romeo.



He is credited with the famous phrase: “There are many car brands, and among them the Alfa occupies a place apart. It’s a kind of disease, the enthusiasm for a means of transport. It’s a way of life, a very special way of conceiving a motor vehicle.”

Appointed director of design in 1946, Satta Puliga had an arduous task ahead of him. He had to reconstruct what the war had destroyed as well as continuing the transformation of Alfa from a craft company into a modern manufacturer, a process begun by Ugo Gobbato.

Satta Puliga started immediately. Before he arrived, Alfa Romeo produced every single mechanical part at Portello in the traditional craftsman style. He rationalized the process, outsourcing the secondary components and lowering costs. Simultaneously, he began planning for a new line of “standard” Alfa Romeos, to be built with the most efficient technical and organizational methodologies available.

1900, the First Panther

Satta Puliga’s 1900 was the first Alfa Romeo with left-hand drive and the first to adopt a unitized body structure. It abandoned the traditional 6- and 8-cylinder configurations for a 4-cylinder engine fitted with an aluminum head and dual overhead cams. The engine was fed by a single carburetor and offered peppy performance with improved economy in a lower purchase-tax bracket. The 1900 produced 80 horsepower. It was snappy and fast as you’d expect with an Alfa Romeo, but also had a supple ride. It was aimed at a broader market than Alfa’s earlier models. The launch slogan was: “The family car that wins races.” The 1900 was also the first Alfa Romeo to be born on the assembly line. Production time of the complete car dropped from 240 to 100 hours, a real breakthrough. This new approach led to a commercial success never seen before. The 1900 by itself sold more units than Alfa Romeo had sold in total up to that time.



That result also came from careful management of the product cycle. High performance variants (the 1900 TI, the 1900 C Sprint and Super Sprint, and the 1900 Super) were introduced, winning major international category competitions.



Collaboration with the bodybuilders also continued. A series of BAT concept cars (Berlinetta Aerodinamica Tecnica), based on 1900 mechanics and designed by the young Franco Scaglione, was built by Bertone.



The same 1900 engine was also used in the AR51, better known as “Matta,” a 4x4 born to replace the post-war off-road vehicles of the Italian Armed Forces.

A Milanese Who Loved Culture and Boxing

While the 1900 introduced Alfa Romeo to mass production, the Giulietta turned it into a volume producer. The man who led this transformation was Giuseppe Luraghi.



Born in Milan, in his years at Bocconi University in Milan he practiced the “noble art” of boxing. When he entered our story he was already recognized as a manager of great depth, with long experience at Pirelli. From 1951 to 1958 he was managing director of Finmeccanica, the holding company that controlled Alfa Romeo.

After a brief stint as director of textile manufacturer Lanerossi, in 1960 he assumed the presidency of Alfa Romeo, a role he held until 1974.

As a writer, journalist, and publisher, Luraghi also promoted cultural initiatives in the corporate world. In 1953 he entrusted Leonardo Sinisgalli, “the poet engineer,” with the task of creating a magazine that united humanism, technology, and art in dialogue. This is how “Le Civiltà delle Machine” (The Civilization of Machines) was born. The magazine was published from 1953 to 1979 and revived in 2019.

On the Eve of the “Boom”

Upon his arrival at Alfa Romeo, Luraghi revolutionized the structure by employing Francesco Quaroni as general manager and commissioning engineer Rudolf Hruska to reorganize the industrial processes. There was a great opportunity to exploit, as the brand had exceptional visibility through its sporting victories, making ownership of an Alfa Romeo an aspirational dream. The challenge was to turn the public’s desires into commercial success for the company. The economy was on the eve of a boom and car ownership was a most desired asset. From a marketing standpoint, ownership of an Alfa Romeo needed to be seen as the visible proof of the new affluence.

From elite product to an aspirational object, the company concentrated its design and industrial resources in this direction. The Giulietta was destined to be the breakthrough model – one which increased sales but at the same time continued the technical tradition and sporting direction of the brand.

Giulietta, the First Gazella

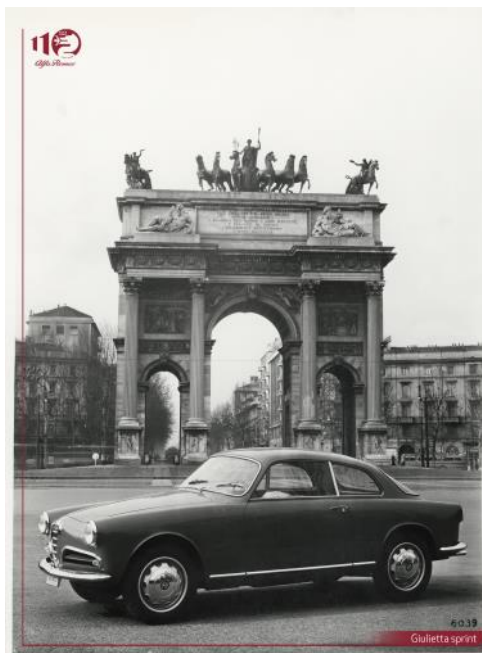


The introduction of a new model brings us back to Alfa Romeo’s connection with law enforcement. The first Carabinieri Gazella was a Giulietta fitted for patrol service. It arrived equipped with a two-way radio for communication with headquarters. The radio-mobile had to be fast, agile, and durable—characteristics inherent in the Giulietta model range.

Shorter, narrower, and lighter than the 1900, the Giulietta brought Alfa Romeo into a new segment with a new audience. It offered modern and racy lines on the outside and great comfort inside, along with road grip, handling, and speed. Its all-aluminum engine delivered 65 horsepower for a maximum speed of 102 mph.

At the 1954 Turin Motor Show, the Giulietta made its debut in a coupe version. The Giulietta Sprint, designed by Bertone, was a low, compact, and slender car that became an instant classic.

Note that the sports car was born before the standard model—an unconventional (and very Alfa Romeo) choice, reprised recently by the new Giulia Quadrifoglio.





The Giulietta reached an exceptional level of popularity, which earned it the nickname “girlfriend of Italy.” The sales result was equally extraordinary—over 177,000 units.

Giulia, the Revolution

Only a revolutionary car could replace the Giulietta. Satta Puliga knew that, and his team (Giuseppe Busso, Ivo Colucci, Livio Nicolis, Giuseppe Scarnati, and the test driver Consalvo Sanesi) developed a car that was way ahead of its time.

The Giulia was one of the first cars in the world with a body-chassis structure designed to distribute the forces of a collision impact. The front and rear sections were designed to absorb the forces of a crash, while the passenger compartment was made extremely rigid to protect the occupants. This feature would later become a mandatory automotive design requirement.



The Giulia’s 1.6 liter twin cam engine represented an evolution of the Giulietta’s 1.3 four cylinder, and was designed with exhaust valves cooled by sodium inserts.

The Giulia design was also revolutionary. It was compact, well proportioned in volume, and had a unique style. The low front and truncated tail were inspired by aerodynamic motivations. The launch advertisement read: “Drawn by the Wind.”

Thanks to innovative development work in the wind tunnel, Giulia’s Cx of 0.34 was extraordinary for the time.

The model was an exceptional success. With over 570,000 total sales (more than three times the Giulietta), the Giulia became an Italian icon.



If you visit the historical museum in Arese, you will find a room dedicated to Alfa Romeo in the cinema. Among many illustrious presences, Giulia stands out as the absolute protagonist of the many B-movie “police” films of the time—those that later became Italian cult classics. In these films, where cops and robbers clash, the Giulia is often the car used by both.



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.

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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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