

ALFANATIC



Next Event



ICAMS Italian Car and Motorcycle Show Sunday, September 26 10 a.m. to 3 p.m. Sussex Village Park Sussex, Wisconsin

AROC-Wisconsin's own Italian Car and Motorcycle Show is returning. We've got a beautiful new venue and a September date. The new location has an ample grassy show field, covered picnic areas, available food, and restrooms—all the amenities necessary for a great outing. See the entry form with details inside. Join us on September 26.



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Plans for ICAMS Moving Forward

By Bob Ludwigson

Gary Schommer and I have been busy working to insure our show will be a success.

We have selected a food vendor and it is Scrima's Pizza. Joe

Scrima will be there to serve his baked-on-site pizzas. Varieties will include cheese, sausage, pepperoni, and a vegetarian medley. All the pizzas will be cooked in the oven that is part of his food truck rig. He will also serve sausage sandwiches, drinks, and Italian nachos. Both Gary and I sampled a pizza and it was delicious!



Scrima's wood-fired ovens

Gary has been busy contacting local car clubs, and the Alfa clubs of Chicago and Minnesota have acknowledged our announcement. He has also contacted the Ferrari club as well as numerous motorcycle clubs.

When we notified the Reinas of our plans, Phillipé Reina said, "Now we can finally come and enjoy the show!" Unfortunately, they will not be able to serve gelato as they have sold some of the equipment, but they will bring several cars to the show.

Stay tuned for more developments! 🍀

Another Opportunity to Show Your Alfa

Gary Schommer writes: Bob Prince is the show coordinator for *Gather on the Green*, a display of vintage cars organized by the Vintage Sportscar Driver's Association in conjunction with the Elkhart Lake Vintage Festival, Saturday, September 18, 2021, at the Osthoff Resort.

He's looking forward to having some fine Alfas at the show. Please refer to the information letter elsewhere in the newsletter. Note that several pictures and background information are requested. Pending a favorable review, he will send you an entry form.



2021 Local, Regional, and International Events Calendar

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

August 5-8	IMSA Sportscar Weekend, Road America
August 13-15	VSCDA Vintage Grand Prix Au Grattan XXXIV, Grattan Raceway, Belding, MI
August 15	Pebble Beach Concours d'Elegance , Pebble Beach, California
August 21-22	Le Mans 24 Hour Race, Le Mans, France
August 22	Geneva Concours d'Elegance , Geneva, Illinois
August 27-29	World Challenge (Sportscars), Road America
September 7-12	AROC National Convention, Colorado Springs, Colorado
September 17-19	Ariens Art on Wheels Vintage Weekend, Road America
September 26	AROC-WI 23d Annual ICAMS Show Sussex, Wisconsin Village Park
Sept 30-Oct 3	American Speed Festival , M1 Concourse, Pontiac, Michigan
October 1-13	AROC Goes to Italy Tour information at AROC-USA.ORG
October 21-25	AROC Goes to the U.S. Grand Prix Tour information at AROC-USA.ORG

2022

January 14-17	AROC Winter Retreat, Palm Desert, California
March 6	Amelia Island Concours d'Elegance, Amelia Island, Florida
May 6-7	AROC-WI Das Kurze Klausenrennen, New Glarus, Wisconsin
May 8-18	AROC Goes to Italy Tour

John Ehle's 75 Days of Summer

We're closing in on my goal for the 75 Days of Summer campaign, currently sitting at \$1,700 raised against a goal of \$5,000. Thanks to those who have already generously lent their support! Will you consider joining them? There's still time!

A couple of years ago, a close relative of mine was diagnosed with Parkinson's Disease. Through him, I've learned what a day-to-day struggle it is for a Parkinson's sufferer to manage their symptoms just to perform basic life tasks. Some days are good, some are bad, and there's very little understanding of what causes the bad days. The bad days come seemingly without warning, and with no easily detectable pattern as to why.

And Parkinson's can strike any one of us. I've recently established a relationship with a non-profit organization called **Drive Toward a Cure**, which pursues the creation of driving events that team cars and camaraderie to raise funds and awareness to support the challenges of Parkinson's Disease, benefiting research and patient care. For more information, please visit www.drivetowardacure.org.

As part of my involvement with the organization, I've joined the **Drive Toward a Cure 75 Days of Summer!** I'll be helping to raise awareness for Parkinson's Disease and helping to raise money to support research and patient care! Will you join me in that effort? If so, I'd greatly appreciate it if you'd consider making a donation through my fundraising page, www.drivetowardacure.org/summer2021/john-ehle. The 75 Days of Summer program starts today, (June 20) and you can track my progress all summer long through my fundraising page.

Every dollar helps—your donation is much appreciated, and you'll receive a tax receipt right away by email. (Just make sure you enter your email address correctly!)

If you'd like to join me on the road, you can register too and create your own fundraising page! Just click [here](#) to learn all about it.

Thank you for your consideration, and I hope to see you on the road this summer!

John Ehle 🍀

Giugiaro-Designed Alfas Needed

From David Hammond:

Trying to help the Automotive Hall of Fame in Dearborn, Michigan (next to The Henry Ford/Greenfield Village), to find some special cars designed by Giugiaro. The event date is Saturday, September 18. There will be a conference call with Giugiaro. Please pass this on to anyone you know with one of the selected Alfas:

- Alfa Romeo Brera (2002)
- Alfa Romeo Giulia Sprint GT, Alfa Romeo Alfetta GT/Sprint Veloce (1974-1979)
- Alfa Romeo 156 (initial design)
- Alfa Romeo 156 facelift (2003)
- Alfa Romeo 159 (2004)

Contact Brian Baker at:

bbaker@thedrivingspirit.org 🍀

Alfa's New CEO Wants Better Quality, Causes Fuss

According to ClubAlfa.it, Alfa Romeo's managing director Jean-Philippe Imparato's comments calling out the need of improved quality hit a nerve with some Alfisti. Imparato's seemingly obvious comments concerning the need for improved quality and features to meet competitive pressures were met with approval from some, while others dismissed his comments as cliché, protesting that the current product is equal to its German competitors.

Most agree, however, that Alfa Romeo needs another "relaunch" as a flagship marque of the newly formed Stellantis. New product is essential to broaden the brand's approval. While the new Tonale and the compact SUV to follow it are in the pipeline, fans are anticipating a revised product plan before the end of the year. 🍀

Scam Alert

Most of us are aware that scammers live and thrive on the web. Recently, we've had another few instances of scam attempts using information gleaned from back copies of the *Alfanatic* posted on the AROC-WI website. Emails represented as coming from a club officer asking for assistance in the form of gift cards are an example. These requests are, of course, fraudulent. Offers to sell or buy items appearing in years-old classified ads are another potential for scam activity. As always, be cautious dealing with emails making unusual requests. 🍀

Twenty-third Annual!

Italian Car & Motorcycle Show

Sponsored by the Alfa Romeo Owners Club of Wisconsin



Sunday Sept 26, 2021
10 a.m. to 3 p.m.

Rain or Shine

Sussex Village Park
Sussex, Wisconsin

All Italian vehicles welcome — daily drivers to showroom condition

- Low Key & FUN
- Dash Plaques
- Awards (participant judging) & Door Prizes
- Food & Beverage Available for Purchase
- Spectators free, but a goodwill offering to the designated charity is appreciated
- Info: Bob at rludwigson@aol.com or Gary at alfaman@wi.rr.com

Help celebrate the uniqueness & excitement of Italian design!

LA DOLCE VITA !!!

Proceeds to benefit the Alzheimer's Association



SHOW CARS: Enter on east side of the park. From Main Street, go South on Maple Avenue, then right on Sunset Drive.

Spectator Parking: go to W244N6260 Weaver Drive, Sussex, Wisconsin 53089 (See: <http://www.google.com>)

Pre-registration by September 20th: \$11 per vehicle or \$20 / two
After September 20th: \$15 per vehicle
Make checks payable to: AROC - Wisconsin

Mail To:
R. Swanson – ICAMS
N66 W6684 Cleveland Street
Cedarburg, WI 53012

Name	Phone ()		
Address	Email		
City	State	Zip	
Make	Year	Model	



The 2021 "Gather on the Green" Car Show is being held on Saturday, September 18th on the lawn of the Osthoff Resort overlooking beautiful Elkhart Lake. The Show is part of the 3 day vintage ELVF (Elkhart Lake Vintage Race Festival) being held under the auspices of the VSCDA (Vintage Sports Car Driving Association). The racing takes place at the world famous Road America track which is 3 miles south of the Osthoff Resort on Hwy. 67.

The Show is by invitation only and is limited to 135 cars and motorcycles. The Show encompasses an eclectic mix of cars and motorcycles ranging from hot rods to sports cars as well as classics, antiques, muscle cars and race cars. Entries come from all over the midwest. The entrance fee is a minimum of \$25 all of which is donated to Camp Anokijig, a summer camp located on nearby Little Elkhart Lake. Donations in excess of the \$25 minimum are greatly appreciated!

Show hours are from 3 to 7p.m. allowing fans to attend the races and also enjoy the Show. We ask that Show vehicles remain on the grounds until after the awards presentation which begins at 6:30 p.m. Staging for trailered vehicles starts at 12:30 p.m. and for all others at 1:30 p.m.. We ask that attendees DO NOT arrive early as this greatly complicates the work of the volunteers who are setting up the Show. The judging of the cars is based on the overall presentation of the vehicle. The People's Choice Award is determined by spectator votes. Tickets costing \$1 are sold on the show grounds by Camp Anokijig staff. Each ticket can be redeemed for one vote. There will be many other awards presented. Show entrants have access to the Osthoff Resort's many amenities including several restaurants and Tiki Bar as well as their first rate "facilities". A live band and several bars will be situated on the lawn.

Following the Show, VSCDA/ELVF will host a dinner at the Palm Garden Ballroom featuring Pete Brock as the guest speaker. Pete Brock is a man for all seasons in the world of race being the designer of the Corvette Stingray at the age of 19 as well as the Shelby Daytona Cobra Coupe. His BRE racing team won 4 national championships in SCCA and Trans AM.

PLEASE NOTE THE FOLLOWING! We as well as all of you are faced with an uncertain short term outlook due to the world-wide threat of the virus. The rules by which we live are constantly evolving to protect the well-being of us all. As such, the Show will be structured in compliance with the then current guidelines to ensure everyone's safety and enjoyment. We will make every effort to update show entrants and spectators as to the guidelines which will be in place.

For more information about the Show and the racing, Google "VSCDA ELVF". We will confirm your invitation upon receipt of your entry form and donation. Detailed instructions in regards to travel directions, parking, and show rules will be emailed to you in late August/early September. Please contact me with any inquiries.

We look forward to hosting you at this GREAT EVENT!

Bob Prince-Show Coordinator
262 751 4102
robert.prince@att.net

Gazetta Motori Track Test

Alfa Romeo 1900 TI **The “Family Sedan That Wins Races”**

By Eugenio Mosca, edited
Photos by Massimo Campi & Dario Pellizzoni
Milan, July 28

The 1900 represented a turning point for Alfa Romeo in the 1950s. We tested a car prepared by Scuderia del Portello to participate in the Carrera Panamericana.

The 1900 represents a milestone in Alfa Romeo history. It marked a turning point from the craftsman production model towards mass production, something that was vital to its postwar survival.



The Alfa Romeo 1900 was created to replace the 6C2500, considered outdated by the standards of the time.

Revolution at Portello

At the end of the 1940s, believing the 6C 2500 to be outdated, Alfa Romeo management launched a project to develop a car that could be produced in volume using modern unitized body and frame construction.

The new car, designed under the supervision of Orazio Satta Puliga, boasted other mechanical refinements. Among these was the heart of the 1900—its new four-cylinder engine. Smaller than the previous six and eight-cylinder units, it continued Alfa’s tradition of refinement, employing a light alloy cylinder head, double overhead camshafts, and hemispherical combustion chambers. The first version of this engine, an 1,884 cc unit with aluminum crankcase and single carburetor, began running on the bench in mid-January 1950, delivering around 90 hp.

For the front suspension, mechanical group designer Giuseppe Busso chose a transverse quadrilateral de-

sign employing coil springs, an anti-roll bar, and telescopic shock absorbers. The new rear suspension used a rigid axle with telescopic shock absorbers, coil springs, and trailing arms.

The body design and tooling was developed in-house at Alfa’s Portello Works. Road testing began in March 1950, and a running prototype was presented in May outside the Turin Motor Show. The somewhat revised definitive version was presented to the press in Milan, and officially at the Paris Motor Show, in October of the same year. In 1951 a Touring-bodied sports coupé, the Sprint, was launched, powered by a modified engine delivering just under 100 hp.

The “Sedan That Wins Races”

The following year, with assembly lines fully operational, the “normal” sedan was joined by the TI (Turismo Internazionale) version, developed for sports-minded customers who wanted to try their hand at racing. Thanks to revised tuning and a two barrel carburetor, the Sprint-derived motor boasted a



In 1951 the sports coupé version called “Sprint” was launched, bodied by Carrozzeria Touring and powered by an enhanced engine that delivered just under 100 Hp.

maximum power of 100 hp at 5,500 rpm. Larger diameter drum brakes were fitted to compensate for the increased performance. In 1954 the displacement was increased to 1,975 cc, increasing the bore by 2 mm, and leaving the stroke unchanged. This approach produced more power without compromising reliability. These models earned the “Super” designation, with the TI and coupé versions adopting two double-barrel carburetors, good for 115 hp. Of the more than 17,000 examples of 1900 sedans produced up to 1959 when production ceased, only 1,050 had the “TI” and “TI Super” trim. Thanks to their frequent success on the track, the well-known advertising slogan “the family sedan that wins races” was coined.

Built for the Carrera Panamericana



The 1900 TI Super prepared by Scuderia Portello

The test car, a 1954 model, was restored and prepared by Scuderia del Portello about twenty years ago to compete in vintage circuit and road racing events. The Milanese Club's 1900 TI Super was prepared with the aim of participating in the 2002 Carrera Panamericana revival, the fast and hazardous Mexican road race. The Scuderia allowed the car to be tested on the track at Monza during a meeting of the Intereuropa Cup and on the streets of the classic Bergamo circuit.

The racing seat is mounted low in the car to improve the center of gravity. As a result, the large wood-rimmed Nardi wheel sits close and higher than normal, allowing the driver to better manage the effort of the manual steering. From this seating position the right-hand spoke partially obscures the face of the tachometer. This was significant, since it was advised to avoid exceeding 6,000 rpm.

On the Track

On the long straights of the "Temple of Speed" the motor performed its best. It positively sang at speeds above 5,000 rpm. The brakes created some worries,



1900 TI up on the curbs at Monza

being not exactly aggressive. But after a few laps, the driver got used to sliding the big car, throwing it into the curves and using the brakes to modulate between over- and understeer. This was easy to accomplish because of the relatively docile nature of the 1900 and its relatively precise steering.

The other challenge was the gearbox, which required a special technique. One shouldn't think of making fast changes. The shift lever is mounted on the column, and the resulting linkage, a combination of rods and levers, makes the "H" pattern difficult to negotiate smoothly, especially the two-three shift. A lapse in timing can result in grinding the gears, or worse, overrevving the engine. And the valves are a sensitive part of the 1900's engine.

Street Circuit Workout

The car was moved from the track to the streets of upper Bergamo on the "Circuito delle Mura" during the latest edition of the Bergamo Historic Grand Prix. The

course was the same one run by Tazio Nuvolari at the wheel of the Alfa Romeo P3 when he won the original



Negotiating the walls of upper Bergamo

race here in 1935. The route alternates between tortuous sections and others with fast corners. There are two stretches where you can accelerate. On the Bergamo track, the soft setup allowed the 1900 to absorb both the rough terrain and the severe compression at the Sant Agostino curve without creating imbalances. Moreover, in the demanding downhill stretch that precedes this curve, one needed to find the limits of the 1900's limited braking. At the entrance to the second-gear Lantro hairpin, the gearbox was treated with kid gloves; but in the stretches of Viale Cento Piante and Baluardo S. Grata the musicality of the Alfa's twin-cam engine was evident. The 1900 did well even in the places that were considered most critical given its size, such as the Lantro hairpin and the beautiful esses at San Giacomo, which required a lot of steering. At the end of the half hour session fatigue was starting to set in, aggravated by the heat in the cockpit, but it was all great fun!



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

Miscellaneous Alfa Parts for Sale

- 2 ea. V6 valve cover sets
- 2 ea. v6 lower sumps
- 1 ea. V6 rear bell housing
- 1 ea. V6 Oil pan complete
- 1 ea. Spider Oil pan complete
- 1 ea. 4 cyl valve cover
- 4 ea. Bosch intake vanes
- 2 ea. Spider Idler assemblies
- 1 ea. Spider driveshaft
- 2 ea. Bins of 74 spider parts
- 1 ea. Spider Clutch disk New Valeo
- 2 ea. Spider Transmission
- 1 ea. Spider transmission without Bell housing
- 2 ea. 74 spider doors
- 1 ea. Left rear quarter panel new for 70's spider
- 1 ea. lower nose panel 70's spider New
- 1 ea. 4 cyl Engine mount for engine stand
- 1 ea. Sperry Head with 11mm cams
- 2 ea. Spider 2.0 Crankshafts
- 2 ea. European 4 cyl cast y exhaust manifold set
- 1 ea. European 4 cyl 40mm carb intake with mounts
- 1 ea. European 4 cyl 45mm carb intake without mounts

For more information, email Steve Wirtz
(swirtz@charter.net)
Any reasonable offers

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

Classifieds Continued

1990 Alfa Spider Graduate

Black with tan upholstery. Purchased new from Reina Imports in 1991. Showing 45,800 miles actual miles. Recent top replacement, Upholstery in A1 condition. No rust.

Dean J. Tessenske
2115 Sunset Drive
Tomahawk, WI 54487
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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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